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The Hongkong Telegraph

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THE JAPANESE DISASTER.

Lord Mayor's Fund Exceeds £100,000.

(Reuter's Service.)

London, September 11. The Lord Mayor's Japanese Fund has reached over £100,000, of which £10,000 was yesterday cabled to the British Consul General at Kobe for the relief of British sufferers.

Order for British Steel.

London, September 11. The anticipations in trade circles that the work of rebuilding the wrecked cities in Japan will create a demand for British steel material seem confirmed by the receipt already of large orders from Japanese houses.

More Help for Sufferers.

Melbourne, September 11. The Commonwealth, in addition to other help, is sending building material and disinfectants to Japan.

The Queensland Government has contributed £10,000 and South Australia £5,000 to Relief Funds.

A Rome message says the Pope has ordered the despatch of funds for the relief of Japanese sufferers.

U.S. Ambassador's Escape.

Osaka, September 12. An American naval wireless message dated the 9th instant says many hairbreadth escapes and deeds of heroism by Americans after the earthquake have come to light. The Ambassador, Mr. Cyrus K. Wood, had a very close shave. He was sitting in his office with Colonel Burnett when the quake occurred. The latter, dragged the Ambassador from his seat as the ceiling fell thereon. Late in the evening, Mr. Wood's wife was standing in the garden watching the fire when the wind suddenly changed and soon the Embassy was enveloped in flames and destroyed. Mr. Wood and his wife escaped through millions of flying sparks from fires to the Dutch Legation, which was on the edge of the burning area.

Mrs. Crane, wife of Major Crane, American League Officer on the Yokohama Band, jumped into the Bay, where she spent hours with thousands of others protecting themselves from fire. She finally swam a quarter of a mile in a raging sea to a ship in harbour.

Rescues at Miyashita.

Osaka, September 12. An American naval wireless message dated the 9th inst., says Mr. Robert McIntyre and Mr. Frank Jordan, Americans, walked over the destroyed road of the railway from Miyashita to Tokyo to get relief for a hundred and fifty foreigners marooned at Miyashita. The foreigners were subsequently brought out. They included Mr. Thomas Corcoran and wife, American military and naval language officers made long trips a foot to report to the Embassy, whence assignments of various relief services were made.

The earthquake was responsible for many freaks in buildings. Modern buildings supposedly quake-proof collapsed or were badly damaged, while the Imperial Hotel suffered no damage. Japanese houses invariably collapsed at the first shock and made wonderful fuel for the flames.

An unending stream of refugees continues to flow through and around Tokyo. Thousands are coming in search of lost relatives while other thousands are pouring out for more congenial surroundings in the country.

There are about 25 Parsees with their families in Yokohama doing their own business, mostly in silks. At the time of disaster it was at first feared that two of them (Mr. Mody and Mr. Bamji) had lost their lives, but Mr. Bamji was soon found and there was still a great deal of anxiety about Mr. N. H. Mody, barrister (eldest son of the late Sir H. N. Mody). Messrs. N. Mody and Co. have, however, received the under-mentioned two cables on 9th and 11th instants:—(1) "Reported missing at the time of disaster. Still trying." (2) "Mody safe in Tokyo."

News have arrived by the Empress boat that all Parsees have lost their silk stores, valuables etc. and they have been accommodated by their friends in Kobe and Osaka.

The M. M. s.s. "Cordillera," which is due to sail to-day at 4 p.m., for Shanghai and Japan, has on board a Mission of French Army doctors together with medical supplies, despatched to the disposal of the Japanese Government by the Governor General of Indo-China for relief work. This vessel also carries a consignment of 200 tons of rice for the destitute.

Another Survivor's Story.

Amongst passengers by the s.s. Empress of Canada who landed here yesterday afternoon, was Mr. F. H. Bugbird, the Yokohama manager of Messrs. Jardine, Matheson & Co., who was in that port when it was devastated. He tells a thrilling story of his experiences. With other members of the staff, he was at work in the office when the first earthquake shock was felt. The building commenced to crumble, and heeled over at an angle of about 45 degrees. The next shock brought it down, and the inmates found themselves buried in the debris. They had to scramble out of the wreckage as best they could.

When Mr. Bugbird got out to daylight again and looked around he saw a terrible scene of devastation everywhere, with practically not a single building

CONDITIONS IN GERMANY.

Ruhr Resistance To End?

(Reuter's Service.)

Berlin, September 11. It is reported that six rioters were killed and ten wounded in a collision between the police and unemployed outside Dresden town hall. Informal discussions are proceeding between Berlin and Paris in order to ascertain what prospects there might be of opening definite negotiations. The visits of the French Ambassador to the German Chancellor at the Foreign Office are undoubtedly closely connected with political reconnoitring.

Paris, September 11. Germany's defeat in the Ruhr is considered an accomplished fact. Overtures from Berlin are expected at an early date. The latest turn of events is responsible for to-day's rise in the franc by two points.

END OF SUMMERTIME.

At Three O'Clock in the Morning.

London, September 11. Summertime ceases at three o'clock in the morning of September 16th.

REDUCTION IN LEAGUE EXPENSES.

Geneva, September 11.

British and other critics of the League of Nations expenditure will be interested to learn from Secretary General Drummond's statement to the budget committee that the expenses of the Secretariat are being reduced thirteen per cent. compared with the past year, and the general expenditure of the International Labour Office eighteen per cent. Mr. Drummond declared that further reductions were impossible.

PHOTOGRAPHS OF SOLAR ECLIPSE.

New York, September 11.

The best photographs of the sun's eclipse taken in Southern California are believed to have been obtained by the expedition to Santa Barbara, headed by the Londoner, Mr. Worthington, and the Bostonite Mr. Burton. The weather was favourable. Mr. Worthington states that he secured four almost perfect negatives, which he believes will rank as the best ever taken of a solar eclipse.

GERMANY'S CURRENCY CRISIS.

Berlin, September 11.

The latest move in the currency crisis is contained in an announcement that the Currency Controller requisitions forthwith all precious metals, the possessors of which must declare their stocks before the 21st instant. The Controller is also severely limiting the scope of operations of institutions dealing in foreign exchange.

NEW RECRUITS FOR CHINA MISSION.

London, September 11.

Presiding at a meeting of the China Inland Mission to bid farewell to a large number of missionaries, including twenty-two new workers, Lieut. Colonel Wing, while pointing out the recrudescence of anti-foreign feeling in China, said there had been two thousand baptisms since the beginning of the year.

HARRISONS & CROSFIELD DIVIDEND.

London, September 11.

Messrs. Harrisons and Crosfield announce a dividend on the cumulative preference shares at the rate of six per cent. per annum for the three months ending September 30th, less tax.

ST. LEGER PROBABLES.

London, September 11.

St. Leger probabilities alterations are: Parth (O'Neill) and Soldumeno (Wing). Add Old Nic (Lane) and Colossus (McLachlan). Polperro has scratched.

HOUSING-DISPUTE.

The Garden City Ideal at Homunin.

What appears to be a conflict of viewpoint is revealed in correspondence between the Public Works Department and Mr. Leung Shui-tong, owner of a piece of land in Homunin, who is contemplating building dwelling houses as a contribution towards relieving the housing shortage.

Recently Mr. Leung, who is a comrade of Messrs. Nemaee and Company bought an area of land measuring 25,000 square feet at the back of Homunin, and, in accordance with an intention he had when buying it, he engaged an architect and a plan was drawn up for building sixteen houses of the European type, each having three storeys. The plan was turned down, the reason which the Building Authority gave for this decision being that the proposed type of house was not in uniformity with the Garden City scheme.

We are informed that the houses proposed by Mr. Leung are each designed to accommodate three families. If Mr. Leung's

CANTON TAX.

Resented by the People.

News from Canton is to the effect that the tax imposed by the Sanitary Department to meet the salaries of officers and other expenses, which has been in force for about a month, is now being resisted by tenants, who point to the dirty condition of the streets and ask why they should be expected to pay it. So far, it is said that only about \$100 has been received. The authorities are now issuing notices urging the people to pay the tax so that sanitary work may be carried out.

plan were adhered to some forty-eight families would be able to move in on completion.

Against the Building Authority's decision Mr. Leung is petitioning the Governor-in-Council, and the ground for his appeal is that if the Garden City idea is confirmed, only six houses could be built, reckoning that each structure, with the accompanying garden, will occupy 4,000 square feet.

IN YOKOHAMA HARBOUR.

Experiences of British Ships.

We are indebted to the P. and O. Company for a copy of the following report by the commander of the s.s. Dongola (Capt. R. H. Griffiths, R.N.R.) regarding his experiences at Yokohama during the recent earthquake.

"I have the honour to forward my report of this ship's experiences during the earthquake at Yokohama."

Saturday, 1st September, 1923.

Ship at No. 8 Buoy, Yokohama, Inner Harbour.

"At 11.55 a.m. ship commenced to tremble and vibrate violently and on looking towards the shore it was seen that a terrible earthquake was taking place, buildings were collapsing in all directions and in a few moments nothing could be seen for clouds of dust. When these cleared away, fire could be seen starting in many directions and in half an hour the whole city was in flames. The wind, which had been force 5 at 11 a.m., rapidly increased to force 8, direction S.S.W. The smoke and heat blown directly over the ships in the harbour was intense."

"Order was given to raise steam as quickly as possible, cable to the buoy was paid out and an anchor dropped under foot. The barometer, which read 29.70 in. at 10 a.m., fell to 26.50 by 2 p.m.; it then commenced to rise and the wind abated to force 6."

"It was then noticed that the breakwater had subsided several feet, but, fortunately, the two entrance lighthouses were left standing."

"About 1 p.m. the piers and sheds on them were all burning fiercely, fanned by the gale. Ships alongside them let go their ropes on board (the shore ends were mostly submerged) and made their way under great difficulties outside the breakwater. Three large ships, not under command, passed dangerously close to the Dongola one, the Lyons Maru, actually touching our bow plates but doing no damage, cable being slackened away. There was also considerable danger from drifting and burning lights. One of these hit the ship and sank about 12 of the 30 occupants were hauled on board, the remainder being drowned alongside. There was also danger from flying burning debris from the shore."

Shortly before 5 p.m. the wind died away and three boats were manned by engineers, quarter-masters, stewards and lascars and sent on shore under officers to rescue what foreign survivors were visible along the water front, and in the water close to the Bund where they had taken refuge, with thousands of Japanese, from the flames which almost reached them from the nearest houses. Each boat made several trips until after midnight, when there appeared to be no more foreigners on the Bund. Upwards of two hundred and fifty souls had been rescued by that time, some of them being very badly injured and all were in a completely destitute condition."

"The utmost care was taken by the ship's company to alleviate distress and make things as comfortable as possible. A boat was despatched to the M. M. s.s. Andre Lebon with a request for medical assistance and stores, her Doctor rendering valuable assistance to our Surgeon. Throughout the night the sky was illuminated by the burning city."

"At daylight next morning (Sunday) the boats were again manned and sent in and more people brought off. At 9.30 a.m. it became highly dangerous for the ship and boat to remain in the inner harbour, owing to the large quantities of floating oil-blazing furniture and drifting in various parts of the harbour. I therefore slipped from the buoy at 9.40 a.m. and came to an anchorage outside the breakwater. A steam launch under the charge of the Blue Funnel cargo representative (Captain Phillips) then came alongside bringing many more

survivors, returning with one lifeboat in tow to pick up many others known to be making their way to the Bund."

"At 7 p.m. there were no more to be seen and boats were hoisted, the approximate number then on board being 600 of all nationalities, including many Russians, Chinese and Japanese. As many of the latter as possible were transferred to Japanese ships before leaving."

"At daylight on Monday the s.s. President Jefferson was closed, she having arrived from Kobe in the early hours of the morning, which place Yokohama residents assured me had been destroyed on Saturday morning."

"I sent the Chief Officer on board to obtain information as to Kobe's fate and navigational problems. All were relieved to hear that Kobe was safe when the President Jefferson left there on Saturday at 5 p.m."

"I then proceeded on my way to Kobe to land the people. The ship was also getting short of boiler water. Many ships left at the same time."

"Fires were still raging on shore and the city of Yokohama looked completely destroyed, nothing remaining standing except a few blackened skeletons of foreign buildings."

"The oil fuel storage at the naval port at the entrance to the gulf, which had been on fire since Saturday, was still burning and emitting dense volumes of smoke. The water at the entrance of the gulf for above two miles was covered with oil several feet deep. The danger of this catching fire and blocking the entrance to the Gulf appeared to be great. The ports and lighthouses were partly demolished. Soundings were taken proceeding down the gulf and passing between the forts, the depth of water being apparently the same as marked on the chart."

"I despatched a wireless report to Kobe office on Saturday at 6 p.m. reporting the safety of the ship, but have no information as to whether this message got through."

"I may add that I was on shore when the earthquake took place, having left the office a few minutes previously. I was in the centre on one of the principal streets and happened at the moment to be standing between two large foreign buildings, which withstood the shock. After the dust cleared away I was able to make my way over the fallen houses towards the remains of the pier where I waded out to a small boat and got on board the Company's steam launch close to the Bund but with no crew left on board. I was afterwards joined by 5 Europeans who swam off from the shore. At 5 p.m. the wind having dropped we can hit a small sampan just awash, baled it out and made our way to the ship."

"The Chief Officer, Mr. Dickinson, ably took command of the ship in my absence. I am glad to be able to report that the behaviour of the whole ship's company was splendid throughout this most trying time and well worthy of the Company's traditions. I consider that the Purser's Department particularly distinguished themselves in their eagerness to man the rescue boats and in their great efforts to care for the sufferers when on board."

"The ship's surgeon Dr. M.L. Young, also worked without rest for practically three days, having to perform difficult operations without aid."

"I have received a letter of appreciation from the principal people saved thanking the ship's company."

"The total number of survivors on board this ship leaving Yokohama was 505 of whom one lady and one boy died and were buried at sea."

On the Philoctetes.

A representative of the Telegraph had a chat to-day with the Chief Wireless Operator of the Blue Funnel s.s. Philoctetes, Mr. L. E. Franklin, who described what it felt like on board in Yokohama harbour. "First of all," he said, "there was a terrible vibration all over the ship, and he wondered whether the boilers were about to blow up. This shock lasted some forty seconds. Then he glanced towards the shore, and saw buildings collapsing and wharves breaking down."

A huge cloud of dust rose in the air, followed by dense clouds of smoke. The signal station on the breakwater collapsed suddenly, and he realised it was an earthquake. The shore was blotted out, except when the wind blew clear spaces in the smoke for a spell. Flames began to burst up, and dozens of fires were seen breaking out everywhere. Every now and again there were big reports, as explosions took place. Those on board felt the tremors for a whole hour every few minutes, and then the shocks gradually died away. The harbour was soon in a commotion, with ships swinging round on their moorings, and there were some narrow escapes from serious collisions. Debris was floating everywhere, and later burning lighters got adrift, becoming a grave danger to shipping. By this time everyone thought it would be best to get out of the harbour. The Philoctetes steamed out beyond the breakwater, as did other vessels. Refugees were picked up from lighters. About three o'clock in the afternoon the ship left for Kobe. All along the coast, up to Yokosuka, fires were seen breaking out in the devastated districts, and up to ten o'clock that night Yokohama could still be seen glowing on the horizon."

"Altogether," declared Mr. Franklin, "it was one of the most terrible sights I have ever seen."

PRESIDENT LI EMERGES.

Arrival at Shanghai.

WIRES TO DR. SUN.

Shanghai, September 12. President Li Yuan-hung arrived at Shanghai this morning aboard a specially-chartered Japanese steamer from Tientsin. He sent a circular telegram announcing his arrival and stating that he must carry out his duty to the country in upholding the Constitution. He has also wired to Dr. Sun Yat-sen requesting his co-operation.—Reuter.

TO-DAY.

Closing Exchange 2s. 3. 9/16d.
Barometer 2 p.m. 29.71
Temperature 2 p.m. 85
Humidity 2 p.m. 50
High Tide 10.33 p.m. Low
Water 4.32 p.m.
Lighting Up-Time 6.30 p.m.

News in To-Day's New Advertisements.

The pictured version of Booth Tarkington's famous novel "The Flirt" is being screened at the World Theatre.—Pages 4 and 14.
Warren and Company, Ltd., specialists in sanitary engineering.—Page 4.

Second hand clothing is required to help sufferers in the Japanese earthquake disaster.—Page 4.

A notice concerning unclaimed cargo ex the s.s. "Cyclops" appears on Page 4.

An announcement is made with reference to the water supply.—Page 4.

Shareholders in the Hongkong Hide and Leather Co., Ltd., should refer to the notice on Page 4.

LISTEN.

To reflect any factor for increasing business is to be personally responsible for money lost. Advertisers, remember, it's such a factor.

"Foolish Wives" is the title of the special attraction at the Coronet Theatre.—Page 14.

The s.s. "Chokiang" is to be sold by public auction.—Page 4.

"Yes, We have some pyjamas" announce Mackintosh & Co., Ltd.—Page 8.

Particulars of important forthcoming auction sales of land and merchandise, appear on Pages 4 and 14.

For the current programme at the Star Theatre refer to Page 14.

NOTICE.

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of all kinds, especially for ship-building and engineering work. Complete stock. Best terms. Immediate delivery.

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THE MOUTRIE PIANO.

EARLIER TELEGRAMS.

IN TOKYO NOW.

Osaka, Sept. 11. The Imperial Hotel in Tokyo, almost the only building left in the city for the accommodation of foreigners, has been taken over by the military and all got out on Sunday. The American Ambassador and his family and the Embassy staff are still using a portion of the hotel and the British Embassy has an office in the building, otherwise it is being used entirely by the military. The foreigners were taken from the city by the launches of the American destroyer Whipple, which entered the inner part of Tokyo Bay on Saturday, being the first foreign warship to pass the old mud forts off Shinagawa since they were hastily erected to protect the city from the expected visit of Commodore Perry sixty years ago. The Whipple launches went by canal close to Shinbashi Station where the foreigners embarked. The Whipple then brought them to Yokohama where they embarked on the Empress of Australia for Kobe. Very few foreigners are now in Tokyo which is still difficult to reach. Those attempting to reach it must carry their own bread and water and practically no baggage, for no conveyances are available.

London, Sept. 11. The Lord Mayor's Japanese Earthquake Fund is now at £20,000. H. M. the King contributed £500.

Washington, Sept. 11. It is expected that the five million dollars which the President asked for will be fully subscribed to-day. The Red Cross is meeting on Thursday to act upon the request of Ambassador Woods to immediately forward to Japan a million dollars.

Vienna, Sept. 11. The Cabinet has decided to offer the Japanese Government the despatch of Austrian doctors, engineers, architects, and of technical appliances to help in the work of reconstruction.

Melbourne, Sept. 11. The Argus fund for Japanese relief is already £19,000. The Mayors have opened funds and the school children in Victoria are collecting.

Washington, Sept. 11. Japanese Ambassador Hanbami handed Secretary of State Hughes a message from the Japanese Premier expressing the deep gratitude of the Emperor and the people for American sympathy and aid. "This precious gift of American sympathy cannot fail to draw still closer the bonds of friendship and trust that exist between the two countries." The spontaneous relief measures taken by the President the Government and the people of the United States have created a profound impression "in the grateful heart of suffering Japan."

The total amount of American subscriptions exceeds four million dollars towards the five millions for which President Coolidge asked.

TEXTILE SCHOOL IN SHANGHAI

Glasgow, Sept. 11. The Chamber of Commerce has unanimously decided to oppose the proposal of the British Chamber of Commerce of Shanghai to establish a British textile school in Shanghai. Mr. George Mitchell, the president did not think it was for this country to educate manufacturers who would compete with our own manufacturers. A great deal has been said of the money the American Government had spent, but the United States had recovered a great deal more than she had spent over the boxer rising and the surplus had been devoted to the educating of Chinese in America. The British Government instead of asking a great deal more than it had spent appointed a commission and found out how much had been lost and that was all they got.

HOUSING IN RUSSIA.

Moscow, Sept. 11. In view of the acuteness of the housing shortage in Moscow, the erection of new buildings has been authorised on the basis of "full private property." The area of each house is limited to a thousand square feet.

London, Sept. 11.

The estate of the Earl of Farquhar has been provisionally sworn. It amounts to £400,000. Bequests include gifts to the King and Queen, to Prince George, and Princess Arthur Connaught, also to Princess Maud amounting to £50,000 but in the event of marriage the Carnegie sum will be transferred to the husband. The residue of the property goes one half to Princess Arthur absolutely, and one half upon trust for her for life with remainder to Lord MacDuff.

THE SUN'S ECLIPSE.

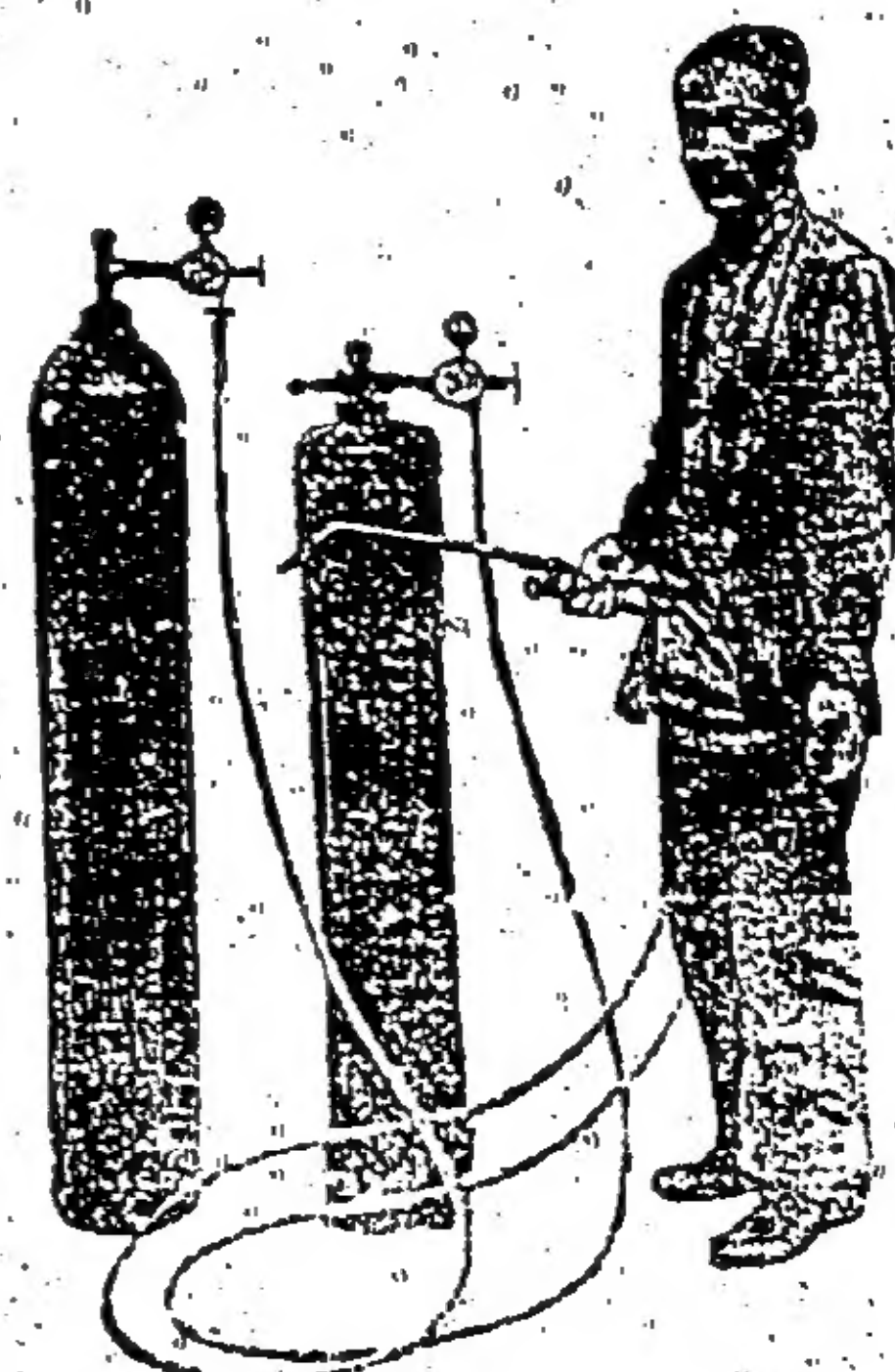
London, Sept. 11. In regard to the total eclipse of the sun yesterday the Astronomer Royal has received a cable stating that the corona was seen through a light cloud. Good photographs were obtained by Professor Worthington at Lompoc, California. A New York despatch states that navy aviators at a height of sixteen thousand feet took numerous pictures of the eclipse at San Diego. Owing to clouds the expedition from Santa Catalina Island which spent several weeks preparing was unsuccessful, but Mexico had an exceptional view.

GERMANY'S CURRENCY PROBLEM.

Berlin, Sept. 11. The Imperial Cabinet has unanimously decided to endeavour to solve the currency problem by the establishment of a Gold Note Bank, which will legally be independent of the Imperial finances but closely connected with the Reichsbank. The preliminaries are at present being worked out. It is hoped the institution will commence operations very soon.

S. O. A. E. O.

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THE JAPAN DISASTER.

Statement by Japanese Consul General.

The following statement is sent us by the Japanese Consul General: "At the sorrowful hour of the recent earthquake disaster, America, China, Great Britain, and the British and Netherland Colonies and Dominions quickly came forward with donations in money and articles, while other nations have one after another sent messages of sympathy and consolation. "The Japanese people who are struggling with a calamity unprecedented in her history are deeply grateful for these acts of kindness and can never forget the goodwill thus shown by the friendly nations."

The Chinese Survivors.

A meeting was held at the Tung Wah Hospital last evening to discuss the disposal of the Chinese survivors from Japan.

Among the destitute are a number of young girls and boys who have lost their parents and are without relatives, and it is their disposal that calls for the immediate attention of the Hospital authorities. It was decided at last night's meeting that all the survivors be summoned to the Hospital this morning, at 10.30, for examination. They will be asked by the Directors where they intend to go and what assistance is required. Children who are parentless will be committed to the care of either the Po Leung Kuk or commercial associations representing districts in Kwangtung to which they belong, unless their relatives or friends volunteer to take them into their care. In such cases a written undertaking to the Hospital that the children will be properly looked after will be necessary before applications are granted.

It was stated at the meeting that some of the survivors expressed a desire to return to their villages to-day, and all necessary help would be given them.

COMPANY MEETING.

Sandakan Light & Power Co., (1922), Ltd.

The report for presentation to the shareholders at the first ordinary general meeting of the Sandakan Light & Power Co. (1922) Ltd., to be held at the offices of the Company, St. George's Building, on Tuesday, 18th September, at 11 a.m., states: "The General Managers have now to lay before the shareholders a Statement of Accounts and Balance Sheet for the 12 months ending 30th April, 1923."

The loss for the above period is \$17,733.36, which is carried forward to next account.

Consulting Committee.—In accordance with the Articles of Association Messrs. Tong Hok-ting and W. J. Hawker retire, and being eligible offer themselves for re-election.

Auditors.—The accounts have been audited by Messrs. Lowe, Bingham & Matthews and Percy Smith, Seth & Fleming, who retire, and are eligible for re-appointment.

They belong, unless their relatives or friends volunteer to take them into their care. In such cases a written undertaking to the Hospital that the children will be properly looked after will be necessary before applications are granted.

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A WORLD'S RECORD.

New York, Sept. 11.

The naval aviator, Lieutenant Sanderson, using a navy Wright fighter, yesterday attained a speed of 238 miles an hour. This is stated to be world's record.

SATISFYING ITALY.

Geneva, Sept. 11.

M. Politis has informed the Council of the League that Greece is depositing in a Swiss bank the amount agreed as security for the Italian indemnity to-morrow at latest.

FOOTBALL.

Singapore Cup Final.

(Our Own Correspondent.)

Singapore, Sept. 11. The Singapore Cup Final was won yesterday, for the second time in succession, by the Middlesex Regiment, who beat St. Joseph's old boys, mostly Chinese, by three goals to nil.

GOLF.

The Captain's Cup.

The result of the Captain's Cup competition, played at Fawling on 8th, 9th, and 10th September, was a win for Mr. F. R. J. Adams, 102-18-84 net.

REDUCTION OF ARMY PAY.

The Select Committee on Estimates in their third report announce that they concur in the view of the Army Council, which informed them they would be prepared to consider the reduction of the pay for new entrants into the Service, subsequent to a given date.

This would result in there being men, for some years, side by side drawing different rates of pay, but the view of the Army Council is that, however difficult this may be, the position is so serious that it has got to be done.

MEN, AND WOMEN TOO.

should remember that daily regularity is of the first importance if they wish to keep fresh and well, and free from intestinal troubles, during the hot weather.



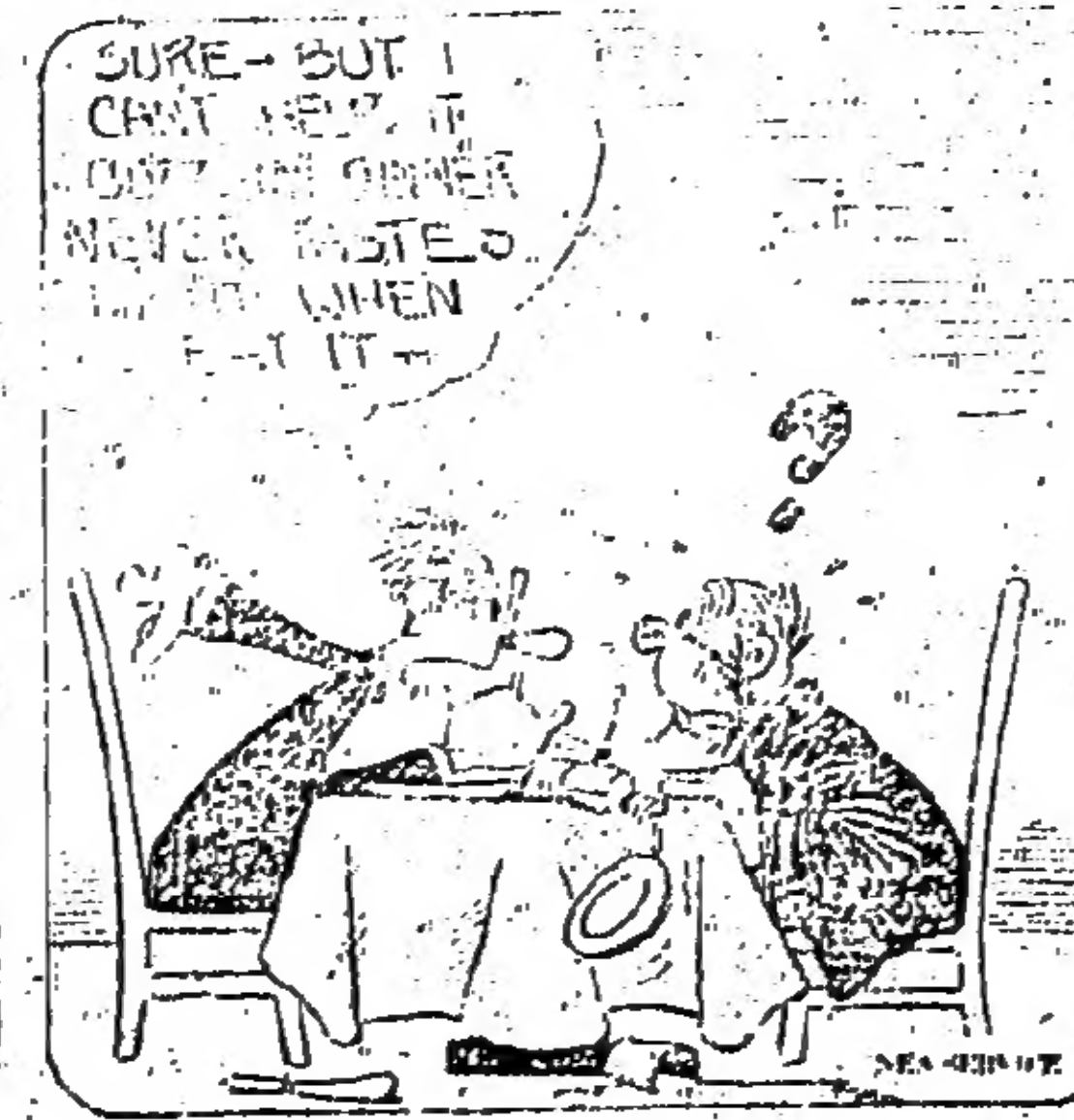
dispel constipation, liveriness, bilious attacks, sick headache, purify the breath, clear the skin. Of dealers everywhere, or post free, 60 cents the vial, from Dr. Williams' Medicine Co., 60 Kingston Road, Shanghai.

Pinkettes keep you well.

SALESMAN SAM

Sam Is Particular

BY SWAN



UNDERWOOD TYPEWRITERS
PRICE - H.K. \$112.50 NET

Weight 33 Lbs. Minimum Weight 30 Lbs. Minimum Price \$100.00

PORTABLE MODEL
Sole Agents:
DODWELL & CO. LTD.
Queen's Bldg. Phone J. 1037.



Don't gamble

You may turn up a lucky number if you buy tea in ordinary tins or packets, but the chances are against you.

Brooke Bond tea in the vacuum-packed tin is a certainty. It is always crisp and fresh. Damp and heat and insects are powerless to spoil the fine flavour of Brooke Bond tea. The vacuum tin is air-tight, water-tight. It is the only perfect protection for tea in a tropical climate. Insist on having it.

Ask for
Brooke Bond

Tea in the vacuum-packed tin.

It costs no more than ordinary tea.

Brooke Bond Tea Ltd., Ltd., 111, Jervoy Street, Hong Kong.

JAMES STEER.

9, ICE HOUSE STREET.
WATCHMAKER AND JEWELLER.

CHRONOMETERS, CLOCKS, WATCHES AND NAUTICAL INSTRUMENTS REPAIRED UNDER MY PERSONAL SUPERVISION.

TEL. CENTRAL 2877

TEL. CENTRAL 2877

A MUSICAL TREAT

IN YOUR OWN HOME
WITH COLUMBIA-OWN PROCESS RECORDS



- | | |
|--------|---|
| L.7033 | Shepherd Fennell's Dance — Sir H. J. Wood's Orchestra |
| 7268 | In The Chimney Corner — Clara Butt |
| D.1391 | Menuet — Squire Cello |
| | Peasant Dance — Squire Cello |
| L.1456 | 13th Hungarian Rhapsody — Busoni Piano |
| | "Parts 1-2" |
| L.1461 | Tambourin Chinois — Bratza Violin |
| | Pisen Lasky — Bratza Violin |
| D.5522 | Traviata, Ah! Fors'E Lui — Finzi-Magrini |
| | Traviata-Sempre Libera — Soprano |
| 163 | Paeer Gynt Suite-Morning — Scots Guards Band |
| | Paeer Gynt Suite — Death of Asa |

ETC. — AT

ANDERSON'S

HONGKONG HARDWARE CO.
"TAI LEE CHAN"
ESTD. 1884
METAL GOODS AND HARDWARE.
Tel. No. 0. 1993. 111 Jervoy Street

THE WIRELESS AGE.

Demonstration Ship to Visit China.

One morning recently an aeroplane might have been seen hovering high over the dome of St. Paul's Cathedral. Fifteen miles away on the Thames below Woolwich, at the same time, a long, slender form was plunging its way along the surface of the water.

Like a fish it sped on in and out among the crowded shipping until, at last, some twenty miles further down the river, it came to rest at a marked buoy off Tilbury Docks.

That cigar-like fish was a dummy torpedo, and it was being directed by wireless over the whole of its twenty-mile course by the observer in that tiny aeroplane, 8,000 feet over St. Paul's, and so accurate was the directing force that not once in the course of its mysterious passage did the torpedo as much as scrape the hull of one of the innumerable vessels passing up and down the Thames. And when at last it nosed its way alongside the buoy at Tilbury, it was a bare half-inch out in its predetermined course.

LITTLE-KNOWN FORCE.

That is but one of the marvels of wireless direction, as technical as it has come to be known. It is not altogether a new discovery. During the war the later Zeppelin raids on England were all directed and controlled in this manner. Operating from Berkum, where the Germans had a big signalling base, the ship's commanders, every few minutes during their flight across the North Sea, would get in touch with this wireless station, to be supplied immediately with their exact latitude and longitude, even the latest weather forecast.

But it is only during the last eighteen months that wireless direction has been adapted successfully to commercial purposes. The initial step in harnessing this potent and little-known force was the establishment, some weeks ago, of a wireless light-house on Lichfield Island, in the Firth of Forth. By means of this "light-house" ships could be directed through the dangerous channel of Forth by wireless, so that there is no possibility of their running ashore or being wrecked even on the darkest night on in the darkest fog.

ONLY THE FIRST STEP.

This is but the first step in the development of wireless direction. By means of experiments that are now being conducted in the various technical laboratories, it is hoped in the near future to employ this force for running train and tramway services for traffic control both at sea and on the road, sea navigation, and directing and operating fleets of battleships and aircraft, until it will be possible to direct the path of everything moving on the surface of the earth, not even excepting human beings, by means of wireless.

Steps are being taken, in conjunction with the Board of Trade and the Meteorological Office, to internationalise wireless direction of ships at sea. At the present moment there is lying in the Port of London a ship that has been specially fitted with powerful wireless receiving sets to give demonstrations of this new method of navigation in all the principal ports of the world. Setting out from London, this missionary ship will sail for China, via the Mediterranean, Indian Ocean, and the Straits and thence on to North and South America, and back across the Atlantic to Europe and South Africa, giving demonstrations at every big port en route.

The most ambitious effort, however, will be a cross-Atlantic aeroplane flight which is to be made late in the summer. This machine will carry both pilot and observer, but their attention will be confined to the actual flying side.

Setting out from Newfoundland, for the first 600 miles of its flight the aeroplane will be directed by the Glace Bay Wireless Station. Then it will be picked up and navigated by a wireless "lightship," cruising in mid-ocean to a point where control will be transmitted to Otago, the big operating station in England.

The whole 2,000 miles of flight will be directed by wireless.

Daily Express.

Entertain your friends with a
VICTROLA
Ask about our easy payment system.
MOUTRIES—Exclusive distributor.

SOLE SURVIVOR OF "MYLIE."

Six Days and Nights on Open Raft.

CHIEF ENGINEER FOUND DEAD IN SMALL BOAT.

Mr. A. Harvey Green, chief engineer of the Moller, Co.'s str. Mylie, which sank off the Side Saddle Island during the typhoon of the 23rd inst., was picked up dead in an open boat at 10 a.m. on Wednesday morning, August 29th. The tiny craft had been adrift for six days. It was sighted by the C. N. S. Sinkiang, bound from Amoy to Shanghai, off Patchekok (Kilung) Island, more than 100 miles south of the Saddle where the Mylie met her terrible fate. Before the body of Mr. Green had been safely got aboard the Sinkiang, a raft was sighted. On it was a solitary figure, who waved twice to the passing steamer and sank exhausted on his frail structure. The man proved to be one of the Mylie's Chinese messboys. He is still alive and an inmate of St. Luke's Hospital, having been brought to Shanghai early yesterday morning on the Sinkiang. Reports of the North China Daily News of August 31st.

Wallowing in the trough of a terrific sea and whipped by a hurricane, the Mylie foundered about 9 p.m. on Thursday, the 24th inst., four miles off the Saddle Island. The night was so dark that neither the Changchow, which brought the first report of the Mylie's fate to Shanghai, nor those on the Mylie herself were able to see any shore lights. Exactly how the vessel sank is still unknown, but according to the few words uttered by the half-dozen messboys to his rescuers on the Sinkiang, she went down by the head. He jumped from the poop on to a raft. So did four others, the captain's boy, and the three members of the engine room mess staff. Two of them became insane and jumped into the sea on the 27th, after four days in the open sea. Two more decided to put an end to their tortures the next day, leaving the one solitary survivor who has had the good fortune to meet a passing ship, which he sighted at nine o'clock on the morning of the following day.

THE RESCUE.

When seen by a North China Daily News representative, the officer of the Sinkiang told a graphic story of the rescue off the Patchekok Island. There is little doubt that had Mr. Green's boat been sighted a few hours earlier he would have been alive, for the Sinkiang's chief officer stated that the body was still white. Had it been extinct for even a day it would have blackened, he thought.

Mr. Green's boat had a small sail and appeared to be water-logged, said one of the Sinkiang's officers. "Something that looked like a man was in it. He was hailed and he made no answer. We then went alongside the craft and brought the dead body on to the Sinkiang, afterwards heaving up the boat. While these operations were in progress, some one else sighted the raft. The Chinese on it threw up his hands to us and dropped on to its deck. On being rescued he was quite lively. Looking at the corpse on the deck, he ejaculated, 'That is the chief engineer of the Mylie.' The boy was immediately given restoratives, plenty of hot whiskey. This stimulant and the joy of being saved brought him sufficient energy to tell us very briefly what he knew of the wreck. He first of all described having been on the raft a frail bamboo structure, which, by a miracle, had withstood the buffets of the waves for six days and six nights. There were four other Chinese with him. The captain's boy and another mess-boy jumped into the sea after enduring his privations for five days. The next morning the other two did likewise.

The survivor, said the Sinkiang's officer, was terribly disfigured through exposure to the sun and spray. He had scarcely a rag to his back. His whole body was badly blistered, and the skin was peeling off. His lips were terribly emaciated. The sanity he had displayed on being rescued soon gave place to delirium.

The Mylie carried five foreign officers:—
Master, Capt. H. Mays.
Chief Officer, Mr. J. R. Hudson, R.R.G.S.

INSULIN.

Dr. Banting on His Discovery.

Sir William Horder opened a discussion on diabetes at the meeting of the British Medical Association at Portsmouth recently. Dr. F. G. Banting, of Toronto, the discoverer of insulin, was present and described his experiments.

Sir Thomas Horder said that if they did not discuss insulin at that meeting of the association their patients would probably assume, with reason, that in insulin the profession had a "cure" for diabetes, and that nothing more need be said on the matter. Sir Thomas Horder continued:—

"I am afraid a good many persons have already assumed this, and perhaps such an assumption is not surprising in view of certain generalisations that have got abroad, and which, if they do not carry the hall-mark of authority, at least have not been authoritatively contradicted. It seemed probable that the use of insulin, controlled by careful observation, would help to mark off, much more clearly than before, certain very different types of cases of diabetes met with in practice. Sir Thomas then said: 'Certain cases of diabetes are benefited much less by insulin than are others, and this is so even when we make due allowance for all those collateral points in the dietetic part of the treatment, attention to which we know to be so important. Certain cases will doubtless be found not to be benefited at all. And if we do not make this position quite clear we shall see many patients suffer the bitter nemesis of disappointment after entertaining a false hope for which we may, quite unwittingly, have been partly responsible.'

Sir Thomas later called on Dr. Banting, to whom he extended a hearty welcome.

Dr. F. G. Banting said that it would be several years before the limits of the effectiveness of insulin were known. As to patients giving themselves insulin, he quoted the case of the American commercial traveller who carried his own insulin and syringe and described the daily application of it as being no more difficult than the morning shave. After a warning against the practice Dr. Banting described the experiments which led to the discovery of insulin by observing that a dog became diabetic after its pancreas had been excised. It was then found that if they ligatured the duct coming from the pancreas to the intestines they would necessarily prevent the passage of any "external" secretion. Nevertheless, though this procedure caused the pancreas to become atrophied the dog did not become diabetic. Evidently, therefore, there was an "internal" secretion which went straight into the blood stream. The structure of the pancreas was submitted to examination, and it was found to consist of two parts, namely, the main gland and some small islands of cells. The "internal" secretion, which was the active principle, "insulin," came from these cells. Further experiments were still being made. He pointed out that the discovery of insulin threw no light on the causes of diabetes.

DON'T BUY GLASSES

as you would shoes. Many defects of the eyes are revealed only by a careful examination, and can only be corrected with specially ground lenses. If your eyes trouble you, have them thoroughly examined and scientifically tested in the refracting chamber of the Hongkong Optical Co., successors to Clark & Co., manufacturing and refracting opticians (the only competent optical manufacturing house in the colony) located in 53, Queen's Road Central, and a pair of lenses be specially ground to correct their defects.

Chief Engineer, Mr. A. H. Green.

Second Engineer, Mr. J. Auld.

Third Officer, Mr. J. E. Morlan.

The following has been issued by the Customs:—

It is requested that any navigator who may come across traces of the str. Mylie which foundered about four miles south of the Saddle Island during the typhoon of 24th inst. will be good enough to notify Mr. Eric Moller, of Messrs. Moller and Co., Shanghai, the representative of the owners of the lost vessel.

BATHING CAPS THAT LAST

We have received a shipment of the latest and best production in Bathing Caps—and are offering same at very moderate prices.

THE COLONIAL DISPENSARY

14, Queen's Road, Central.
Tel. Central No. 1877. Tel. Central No. 1877.

E HING & CO.

111, WING WOO ST.
PHONE CENTRAL NO. 1110. CENTRAL.

Round each tablet of

Sunlight Soap

is a wrapper containing full instructions of the Sunlight Way of Washing. Why not drop the old hard way and try this?

It will save your Time.
It will save your Labour.
It will save your Clothes.

GUARANTEED PURE AND CONTAINING NO INJURIOUS CHEMICALS

IF YOU POSSESS ONE HYDES EXPOSURE METER

We guarantee you will take photographs with right Exposures.

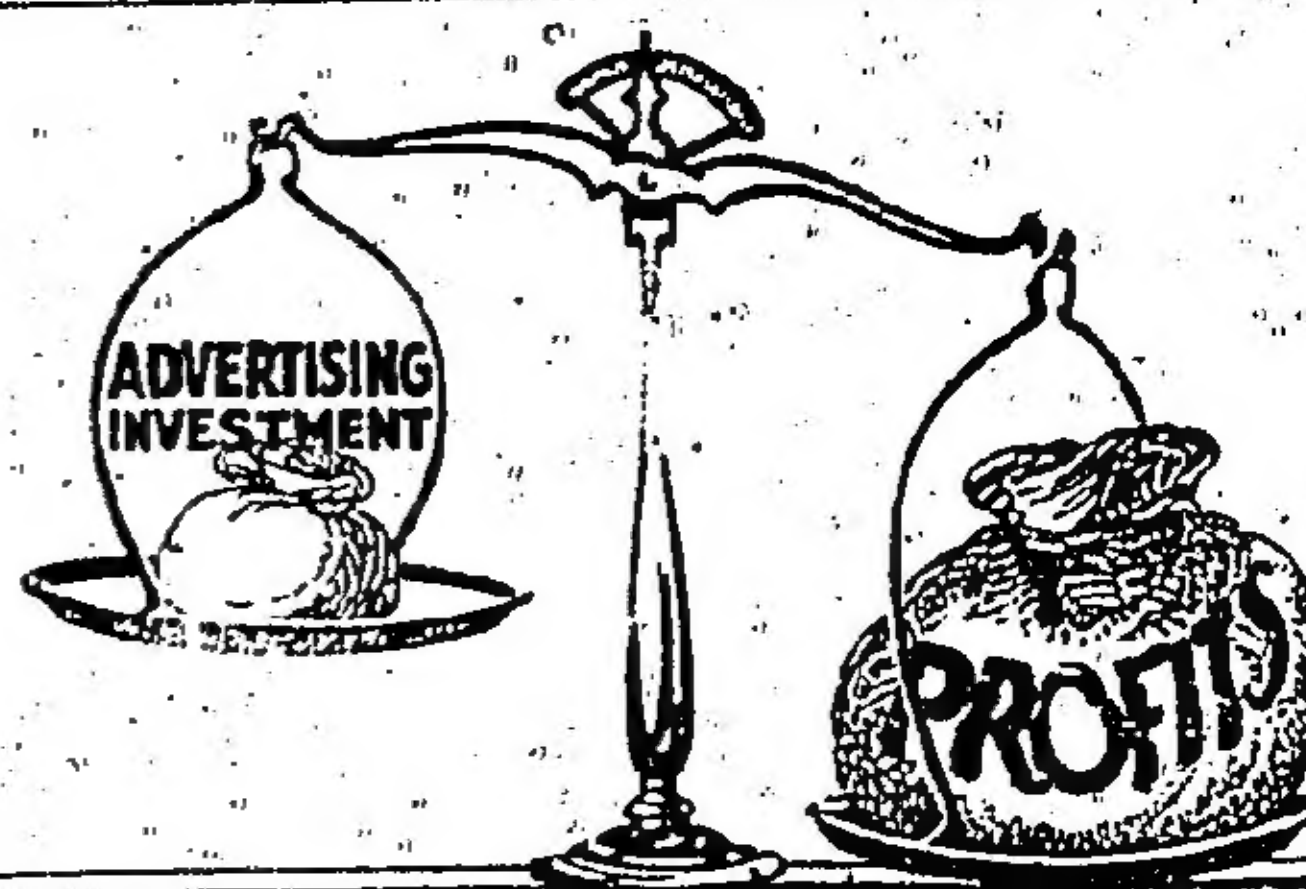
Sole agents in China. **HALL, LAW & CO.**
Tel. 3217. 10, Des Voeux Road Central.

COLLIER STATE BUTTER

From CALIFORNIA CREAMERIES.

Sold by all the leading dealers in one pound cartons—(FRESH)—and ½ and 1 lb. tins

SOLE AGENTS—GEIZ BROS. & Co. of the Orient Ltd. PROVISION DEPT.



Weighed in the Scale—And Found Profitable

THE merchant princes of to-day have achieved supremacy largely because they look upon newspaper advertising as an investment; an investment that yields big dividends in the shape of increased sales, reduced overhead, permanent good-will.

The smaller merchant in any field cannot do better than follow the lead of these successful advertisers. But where shall the Hongkong merchant advertise if he insists on getting RESULTS? The answer is simple: The newspaper that consistently brings safe and profitable returns to those who invest in its advertising space is the

HONGKONG TELEGRAPH

NEW ADVERTISEMENTS.

WANTED.

WANTED.—Compradore for will established European Import & Export house. Reasonable securities in Titles or property requested. Send offer and particulars to Box No. 992 c/o Hongkong Telegraph.

G. R. NOTICE.

This is hereby notified that on and after Thursday, 13th inst., a constant supply of water will be turned on in that portion of the City East of Arsenal Street. It is not yet possible to maintain a full supply to the remainder of the City.

HAROLD T. C. EASY,
Water Authority,
Public Works Department,
Hongkong, 12th Sept., 1923.

THE SANDAKAN LIGHT AND POWER CO. (1922) LTD.

THE first Ordinary General Meeting of Shareholders will be held at the offices of the Company, St. George's Building, Chater Road, Victoria, Hongkong, on Tuesday, the 18th Sept., 1923, at 11 o'clock in the forenoon, for the purpose of receiving and Statement of Accounts and the Report of the General Managers for the year ended 30th April, 1923, and electing a Consulting Committee and Auditors.

SAEWAN TOMES & CO.
General Managers.

JAPANESE EARTHQUAKE DISASTER RELIEF FUND.

NOTICE.

SUPPLIES OF SECOND-HAND CLOTHING.

A Special Committee of local ladies under the presidency of Mrs. E. D. C. Wolfe, has been formed for the purpose of receiving and handing over to the Relief Committee for despatch to the devastated areas in Japan parcels of second-hand European clothing of all descriptions for adults and children.

The Committee will be in attendance at the City Hall daily from MONDAY, 17th inst. to SATURDAY, 22nd inst. between 11 a.m. and 12 noon.

Parcels sent by messengers should be addressed to the Japanese Earthquake Disaster Hongkong Relief Committee.

By Order,

D. K. BLAIR,
Secretary.

HONGKONG RELIEF COMMITTEE.

Hongkong, 12th Sept., 1923.

THE HONGKONG HIDE & LEATHER CO., LTD.

NOTICE is hereby given that an Extraordinary General Meeting of the Hongkong Hide & Leather Company Ltd., will be held at the Registered Office of the Company Nos. 67/69 Des Voeux Road (Central) on Thursday, 20th day of September 1923, at 12.15 o'clock in the noon for the purpose of considering, and, if thought fit, passing an extraordinary resolution, the resolution following, that is to say:

That it has been proved to the satisfaction of this meeting that the Company cannot by reason of its liabilities continue its business, and that it is advisable to wind up the same and accordingly that the Company be wound up voluntarily.

And that Sydney Hampden Ross of 5 Queen's Road Central Hongkong Chartered Accountant be and he is hereby appointed liquidator for the purpose of such winding up.

Dated the 12th day of Sept., 1923.

By Order of the Board,
E. PEPPERELL,
Secretary.

Government Salt Chinese Revenue Department.

NOTICE.

IT has been brought to the notice of the Chief Inspectors of Salt Revenue of the Chinese Government at Peking that the self-constituted authorities of the Province of Kwangtung propose to issue so-called Currency Bonds secured upon the Salt Revenues of the Province.

This proposal constitutes a direct violation of the Re-organisation Loan Agreement concluded in 1913 by the Chinese Government with Foreign Banks, inasmuch as the security for the loan then obtained by the Chinese Government is secured, in respect of both principal and interest, upon the entire revenues of the Salt Administration of China.

Therefore, the Chief Inspectors of Salt Revenue, in the execution of the duties imposed upon them by the Re-organisation Loan Agreement, desire to warn all whom it may concern that they definitely dissociate themselves from the proposed issue of currency bonds and that they will, at no time recognise or validate any bonds irregularly purported to be secured upon the production, transportation, storage or sale of salt in Kwangtung or other Provinces, or upon the revenue derivable therefrom.

Chinese Government Salt Revenue Department.

NOTICE.

IT has been brought to the notice of the Chief Inspectors of Salt Revenue of the Chinese Government at Peking that the self-constituted authorities of the Province of Kwangtung are issuing licenses for the release and transportation of salt and are collecting the duty on such salt at a discount from the rate of duty authorised by the Chief Inspectors to be collected by their duly appointed representatives.

This action constitutes a direct violation of the Re-organisation Loan Agreement concluded in 1913 by the Chinese Government with Foreign Banks, inasmuch as by the terms of that Agreement the Chief Inspectors constitute the chief authority for the superintendence of the issue of licenses and the compilation of reports and returns of revenues and, through their representatives in the various Provinces, are responsible for the collection and deposit of the salt revenues of the whole country, which form the security of the Re-organisation Loan.

Therefore, the Chief Inspectors of Salt Revenue, in the execution of the duties imposed upon them by the Re-organisation Loan Agreement, desire to warn all whom it may concern that they do not recognise collections of salt tax and issue of release permits by the authorities irregularly performing these functions at Canton, and that instructions have been issued to the representatives of the Chief Inspectors at the salt works to decline to recognise such documents.

P. & O. S. S. CO.

STEAMERS FOR
Straits, Colombo, Australia,
Bombay, Egypt,
Mediterranean Ports and
London.

Through Bills of Lading issued for Batavia, Persian Gulf, Continental, American and South African Ports.

THE Steamer "SICILIA", Capt. R. C. Miller, R.N.R., carrying His Majesty's Mails will be despatched from this port on or about TUESDAY, 18th Sept., 1923 at NOON, taking Passengers and cargo for the above Ports.

Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carrying Steamer for Marseilles and London.

Parcels will be received at the Office until 5 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

MACKINNON, MACKENZIE & CO.,
Agents.

Hongkong, 12th Sept., 1923.

GREEN ISLAND CEMENT CO., LTD.

NOTICE.

AN INTERIM DIVIDEND of Fifty cents (50 cts.) per share has been declared for the half year ending 30th June, 1923.

Such Interim Dividend will be payable on and after TUESDAY, the 18th September at the offices of the Company, where shareholders are requested to apply for Warrants.

THE REGISTER of SHARES of the Company will be closed from the 7th September 1923 until the 14th September, 1923 (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors,
SHEWAN TOMES & CO.
General Managers,
Hongkong, 29th August, 1923.

VICTORIA RECREATION CLUB

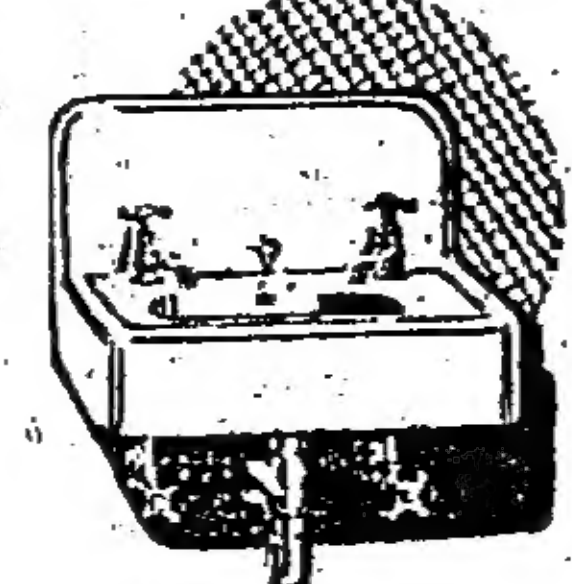
NIGHT SWIMMING PETE

will be held on
SATURDAY, the 15th Sept.,
Commencing at 9 o'clock sharp.
Band in attendance—Dancing
Conclusion of Events. The following Events are open to the Colony 50 yds. Scratch, High Dive, Life Saving, Ladies and Girls, 50 yds. Handicap.
Entrance Close on Thursday, 13th inst. to Hon. Secretary.
Entrance fee 50 cts.
Admission to Rets. Members 50 cts. Non members \$1.00

R. C. WITCHELL,
Hon. Secretary.

C. E. WARREN & CO. LTD.

SANITARY ENGINEERS & MONUMENTALISTS.
Offices & Showrooms,
198a, WING LEE RD.,
HONGKONG.
Tel. No. 369.



Estimates free for Sanitary Installations: Hot Cold Water Systems.

Have a large Stock of
Porcelain Commodities—Enamelled
Commodities: Bidets—Lavatory
Basins—Bath Room Fittings—
Cooking Ranges, &c.
Floor & Wall Tiles—Water
Heaters, Filters, Hand &
Electric Pumps.

Artistic Memorials in Italian Marble
or Hongkong Granite to own design
or from selection.
Estimates free, including erection
or F.O.B.—H. K.

PARTICULARS & CONDITION OF SALE

STEAMSHIP "CHEKIANG"

as she now
lies at Stone Cutters Island
to be sold by
Order of the Mortgagee.

PUBLIC AUCTION

on
FRIDAY
the 21st day of September, 1923
at 3 o'clock p.m.
IN ONE LOT

by
Messrs. Lammett Bros.
Auctioneers
at their Auction Rooms in Duddell Street.

The Ship is of 935.2 tons gross and 535.4 net tonnage. Her length is 190 feet or thereabouts. Beam 33 feet or thereabouts. draft 18 feet 9 inches or thereabouts and horsepower 252.

For orders to view, apply to Messrs. Lammett Bros., the Auctioneers.

For further particulars apply to:
Messrs. Johnson, Stokes & Master,
Prince's Buildings,
or to
Messrs. Lammett Bros., the Auctioneers,
Duddell Street.

KOWLOON CRICKET CLUB

"AT HOME"

SATURDAY, 15th Sept., 1923.
CRICKET and TENNIS
PRIZES

for the past season will be presented by
Mrs. R. E. LINDSELL.

and Recipients are specially asked to attend.
A BAND WILL BE IN ATTENDANCE.

An American tennis Tournament.
(Gent's and Mixed Doubles)

will be held in the afternoon commencing at 2.30 precise and the attention of intending competitors is drawn to entry list in Club House which closes on Wednesday, 12th inst.

P. HEATHCOTE,
Hon. Secretary.

Kowloon, 8th Sept., 1923.

DO NOT MISS—

ROCHA'S

POPULAR AUCTION SALES

Every Tuesday Thursday & Saturday

At 2.30 p.m.

Specialist in the Valuation of Household and Office Furniture

DA ROCHA'S MART

1 A D'Aguiar St., Phone 7023

FORTHCOMING AUCTION SALES

LAMMETT BROS. HUGHES & HOUGH

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on
Tuesday the 18th September 1923
commencing at 11 a.m.

at "Kingsclere", Kennedy Road
A Large Quantity of Valuable Household Furniture

comprising—
Dressing room suite (Chesterfield couch and chairs, teak tapestry chairs, teak round and card tables, teak screens, beautiful Japanese carved and lacquered curio cabinet, Japanese lacquered screen, large Chinese porcelain vases brass electroliers, brass ornaments, out glass punch barrel, out glass decanters and glasses, blue and white Chinese dinner set, white dessert set, oil paintings, large carpets, pile rugs, curtains, cushions, Chinese Curios, wall plates, etc., etc.

Bedsteads, teak wardrobes with bevelled mirrors, teak dressing tables, with bevelled mirror, marble top wash stands, toilet sets, tables, chairs, etc., etc.

New counterpanes, linen sheets pillow cases, hand & face towels.

A large quantity of blackwood ware.

One Baby Grand piano by John Broadwood & Sons.

also
One full size Billiard table by Hennig Bros., London with "Eureka" improved cushion by Burroughes & Watts, London (cloth recently changed by Lane Crawford, Ltd.).

Large Quantities of palms, ferns, plants and porcelain flower stands.

Catalogues will be issued.
On View from Monday the 17th September 1923.

Terms—Cash on Delivery.
LAMMETT BROS.
Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Thurs., the 20th, Sept., 1923,
commencing at 2.45 p.m.
at "Craig Ririe" No. 13 The Peak
A Large Quantity of Valuable Household Furniture

comprising—
Hairsands, bail chairs, Chesterfield couch and chairs (by Lane Crawford, Ltd.), teak & tapestry arm chairs with covers, curio cabinet, large round dining table, teak side board, dining chairs, dinner waggon, pictures, ornaments, carpets, curtains, etc., etc.

Teak and iron double & single bedstead, teak single and double wardrobes with the glass doors, dressing table, marble top wash stand, chest of drawers, teak folding table, teak screen, double and single toilet sets, Shanghai bath, filter, ice chest, cooking stove, aluminum and iron cooking utensils, etc., etc.

Several pieces of blackwood ware.

A large quantity of palms ferns and plants.

On View from Wednesday the 19th, September 1923.
Catalogues will be issued.
Terms—Cash on delivery.
LAMMETT BROS.
Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Friday the 14th September 1923,
commencing at 11 a.m.
at their Sales Room, Duddell St.
A Quantity of Valuable Household Furniture

comprising—
Teak bedsteads, wardrobes, marble top washstands, dressing table, extension dining table, chest of drawers, ice chest, carpet, curtains, marble floor, electric table fan, barometer, etc., etc.

A few pieces of Canton Blackwood ware.

One Cottage Piano.
One Enamel Bath.
Catalogues will be issued.
On View from Thursday the 13th September 1923.

Terms—Cash on Delivery.
LAMMETT BROS.
Auctioneers.

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One Enamel Bath.
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On View from Thursday the 13th September 1923.

Terms—Cash on Delivery.
LAMMETT BROS.
Auctioneers.

GENERAL AUCTIONEERS AND BROKERS.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction.

TO-DAY & TO-MORROW, the 12th and 13th September, 1923, at H.M. Naval Yard, Hongkong, and at Kowloon Naval Depot, commencing each day at 9.30 a.m., with an interval from 12 noon to 1.30 p.m.

Old and Surplus Naval Stores &c. &c.

Comprising:

Life Boats, Dingies, Whalers, Electrical and Wireless Telegraphy Fittings, Electric Cable, Cooking Stoves, Ships' Fittings, Iron Beds, Mattresses and Fittings, Life Rafts, Life Jackets and Belts, Carpets, Rugs, Mats, Table Covers, Blankets, Curtains, Canvas, India Rubber and Metallic Hoses Old Cordage, Canvas Rags, Old India Rubber, Old Leather, Old Woollen and Linen Rags, Old Asbestos, Old Cork, Old Iron and Steel, Old Brass, Copper, Lead and Gun Metal Blocks, Lamps, Gauges, Steel Tubes, Old Steel Wire Ropes, Mineral Oil, Chain Cable, Drilling, Slotting and Grinding Machines, Lathes, Pinnace and Cutter Engines, Tables, Compasses, Clocks, Iron Drums, Fold up Lavatories, Old Packing Cases, Packing Boards, Old Casks and a large quantity of Fire Bar Iron, etc.

Lots may be inspected on Monday, the 10th September, 1923.

Also sale of Old and Surplus Victualling Stores at Kowloon on Friday, 14th September, comprising:

Unserviceable Provisions, Rabbit, Raisins, Clothing and Mess Gear.

Terms of Sale—As detailed in catalogue.

HUGHES & HOUGH,
By Appointment,
Auctioneers to the Admiralty
Hongkong, 2nd Aug., 1923.

on SATURDAY, the 16th September, 1923, at 10.30 a.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street.

A Quantity of Books, including some valuable ones for study of Chinese language and on China generally; and miscellaneous.

Also
General Household Sundries, including a few lots of Carved Blackwood Furniture.
Hongkong, 11th Sept., 1923.

on TUESDAY, the 18th September, 1923, at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street.

One Piano by O. H. Hooft (Berlin).
Hongkong, 11th Sept., 1923.

on TUESDAY, the 18th September, 1923, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street.

Valuable Teakwood and Blackwood Furniture, and Household Sundries, &c., &c.

Comprising:
Dining Suites, Chesterfield Sofas, Arm-chairs (new), Tea Tables, Teakwood Twin Bedsteads, large and small Wardrobes, Dressing Tables and Chairs, Washstands, &c., Slideboards, Dinner Waggon, Crockery and Glass Ware, Cutlery, Carpets and Rugs, Staircase Carpets, Electro-plated Ware, Electric Reading Lamps, Teakwood Screens, Blackwood Teapots, Marble-top Flower Stands, Side tables and Cabinets and a few lots of Hand-bags and Suit Cases.

(Full Particulars from Catalogue).

Terms—Cash on delivery.

HUGHES & HOUGH,
Auctioneers.

RADIO-MAGNAVOX Loud Speakers and Amplifiers, Batteries, Insulators, Crystals, Aerial Wires, and all other parts.

DE SOUSA & CO., LTD.,
St. George's Bldg., 2nd Floor.
Tel. No. Central 1244.

COMMENCING TO-DAY TILL SATURDAY. WORLD 5 p.m. and 9.15 p.m.



THE GREATEST STORY OF AMERICAN LIFE EVER SCREENED!

THE FLIRT

It is a such story as BOOTH TARKINGTON has always loved to write—full of dramatic situations, irresistible humor, and just enough pathos now and then to arouse the softer emotions. No one knows American life as Tarkington knows it; no one can depict it more graphically.

We earnestly advise everybody in this Colony to see "THE FLIRT" with its remarkable cast and excellent programme. You will remember it long after you have forgotten all other pictures.

SHE WAS A LIAR (and Beautiful)
SHE WAS A HYPOCRITE (and Kissable)
SHE WAS A TYRANT (and Adorable)
SHE WAS A CHEAT (and Bewitching)

WHY?

Prices of Admission:—9.15 p.m. \$1.50 & \$1—5 p.m. \$1.20 & 80 cents.

LOTOL
O SPRAY O
T IT T
O FREELY O
LOTOL

REFUSE SUBSTITUTES



PRESCRIPTIONS—
when the doctor prescribes
he expects the druggist to fill
the prescription with pure
drugs. The quality of our
Drugs, Medicines and Toilet
Goods is not surpassed. Have
the doctor's prescription filled
here and the result will be
satisfactory.

THE PHARMACY.

The Red Bldg Opposite Ice House St.

PIANOS FOR SALE OR HIRE

Tsang Fook Piano Co.,

Tel. 2127.

94a, Wanchai Road.

PEAK TRAMWAYS CO., LTD.

TIME-TABLE

(From 1st June, 1923.)

Week Days.	Sundays.
7.00 a.m. to 7.18 a.m. every 15 min	7.00 a.m. to 7.10 a.m. every 15 min
7.30 " " 8.00 " " 8.20 " " 10 min	7.30 " " 7.45 " " 8.00 " " 10 min
8.30 " " 8.47 " " 8.54 " " 9.04 " " 9.11 " " 9.20 " " 9.30 a.m. to 11.00 " " 11.30 p.m. " " 15 min	8.00 noon to 1.00 p.m. every 15 min
12.40 " " 12.47 " " 12.57 " " 1.04 " " 1.13 " " 1.21 " " 1.30 p.m. to 4.00 " " 4.30 " " 4.30 " " 6.30 " " 19 min	1.00 p.m. to 2.30 " " 15 min
6.40 " " 6.47 " " 6.57 " " 7.04 " " 7.13 " " 7.20 " " 7.30 " " 7.37 " " 7.47 " " 7.54 " " 8.03 " " 8.10 " " Stopping	2.30 " " 4.30 " " 10 min
	4.30 " " 5.30 " " 15 min
	5.30 " " 6.30 " " 10 min
	6.40 " " Stopping
	6.47 " " Stopping
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	7.37 " " Stopping
	7.47 " " Stopping
	7.54 " " Stopping
	8.03 " " Stopping
	8.10 " " Stopping

BY ARRANGEMENT AT THE COMPANY'S OFFICE, Alexandra Buildings, Hongkong, 1st June, 1923.

NOTICE.

THE COWIE HARBOUR COAL CO., LTD. SILIMPOPON COAL

THE undersigned are prepared to quote prices for best quality freshly mined Silimpopon Coal, trimmed into Bunkers at Sebatik or Sandakan (British North Borneo), and to contract for regular supplies of cargo lots at favourable rates.

Steamers calling at Sebatik or Sandakan exclusively for Bunkers are exempt from payment of ordinary Port Charges. The minimum draft of water alongside the Company's Wharf at Sebatik is 26 feet at low water Spring Tides. Charts of Cowie Bay (Sebatik Harbour) and any required information concerning the Port may be had on application to

GIBB, LIVINGSTON & CO. LTD.

Agents.

The Cowie Harbour Coal Co. Ltd.

SPECIAL SALE



of
LADIES'
BOOTS
&
SHOES
Very Low
Prices

ROYAL & CO.

Footwear Specialists.

Tel. 3237.

1, D'Agular Street, Central.

HONGKONG CLUB.

NOTICE. The Third Yearly Drawing of Twenty Debentures of the Hongkong Club (1920 issue \$500 each) was held in the Club House on Saturday, the 8th, September, 1923, when the following Debentures were drawn for redemptions:

14	215	313	536
144	218	408	568
170	238	454	583
194	282	483	756
198	288	491	855

and will be payable at the Hongkong and Shanghai Banking Corporation on Saturday, the 29th, September, 1923, in exchange for surrender of same.

By order,

A. H. ABRAS,

Secretary.

Hongkong, 8th, September, 1923.

JAPANESE EARTHQUAKE DISASTER.

HONGKONG RELIEF FUND.

NOTICE.

SUBSCRIPTIONS. Lists for the above Fund are open at the following places:

Hongkong General Chamber of Commerce.
Hongkong & Shanghai Banking Corporation.
Chartered Bank of India, Australia & China.
Mercantile Bank of India.
International Banking Corporation.
Netherlands Trading Society.
Yokohama Specie Bank.
Hongkong Club.
Cheques should be made out to the Order of the Japanese Earthquake Disaster Hongkong Relief Fund.
By Order.
D. K. BLAIR,
Secretary.
Hongkong Relief Committee,
Hongkong 10th September, 1923.

NITROGEN FROM AIR.

British Project for Commercial Use.

Important developments in the use of atmospheric nitrogen for commercial purposes were fore-shadowed by Mr. C. F. Rowsell at the annual meeting of the British Cyanides Co. last month.

For some months past they have been working on a method for obtaining nitrogen from the air as raw material in unlimited quantities for their cyanogen products.

Instructions had now been given for estimates to be prepared for a plant for manufacturing cyanogen from the nitrogen of the air, and a special meeting had been summoned two weeks hence to consider the estimates and the number of unit plants to be erected.

The plant for that stage of the process was not costly, nor would it take long to erect. Unless there was some unforeseen catastrophe within a few months they should be supplying the markets of the world with a part of their requirements of these cyanogen products.

AMMONIA SCHEME.

A further development was to fix atmospheric nitrogen at sufficiently low cost to convert it into ammonia at competitive prices with other manufacturers. This could only be reached gradually, but they had two plants in course of erection, and the prospects were excellent.

However, successful these plants might be, there was much to be accomplished before cheap synthetic ammonia could be got.

Yet another development was announced by Mr. Rowsell. The last difficulties had been overcome in manufacturing per-panganate of potash by electrolysis, and new plant for this was being erected. All this new plant, Mr. Rowsell told a Daily Chronicle representative was being put up at Oldbury.

Nitrogen fixation processes were developed by Germany on an enormous scale during the war.

Cut off from external supplies of nitrates, she possessed in her great chemical works at Oppau and Merseburg plant for extracting nitrogen from the atmosphere on an industrial basis, and this was quickly turned to war purposes.

PORT SAID STATUARY.

Australasian Monument for Suez Canal.

A monument is to be erected at Port Said to the soldiers of the Australian and New Zealand Forces who laid down their lives in Egypt, Palestine, and Syria during the 1916-1918 campaign. The proposal originated with the troops serving in Palestine a sum of £5,000 being subscribed in the field. The Government of the Commonwealth of Australia agreed to contribute an amount to make £15,000 available to cover all costs, including erection. In June of last year competitive designs were invited from sculptors, and others of British nationality. It was stipulated that a statue or group of statuary in marble or bronze would form the main feature of the monument, and the design would embrace in its composition sculpture typifying both Australian and New Zealand horsemen. The site for the monument is in the public gardens at the rear of the Casino Palace Hotel at Port Said, facing the quay near the entrance to the Suez Canal, where it will be visible to passengers on steamers passing through the canal. The selected design is by Mr. C. Webb Gilbert, Sculptor, of Melbourne, and Messrs. Stephenson and Meldrum, Architects, of the same city.

ELLIS ISLAND.

Worse Than German Prison Camp.

The White Star liner, Olympic, which arrived at Southampton recently from New York, brought back over fifty deportees who had been rejected by the Ellis Island authorities under the July quota. I talked with a number of them—respectable men and women—who had passed through the most distressing experiences, writes an Observer correspondent.

One woman repeated her story between sobs and declared that she had been treated worse than an animal. The general conditions were disgusting, she said, and, however badly she might want to visit her uncle in America she could never face Ellis Island again.

Mr. E. C. Mordaunt, of London, another deportee, declared that men "used to go sick" in order to get a decent bed in the hospital. "I was bound for Montreal," he said, "I showed the authorities my railway ticket, but they would not permit me to go to the train. I suggested that two guards should see me on to the train, but again they refused. When I reached Ellis Island I was told I could state my case within half an hour. It was seven days before I got a hearing. For eleven days I had to exist under the most shocking conditions. Three hundred people were crowded in a room scarcely fit to hold fifty."

"We were kept behind iron bars, and had to sleep in cages. There was no chance for exercise. A man who had been a prisoner in a German camp during the war told me that he would prefer a German prison, bad as it was, to Ellis Island. We had a sort of card board knife, and had to use our fingers as forks, whilst a very inferior piece of paper, nine inches by twelve, was served out as a towel."

COCAINE PROFITS.

Twelve Months' For Trafficker.

Basil Barrington, 40, draughtsman, of no fixed abode, was sentenced by Mr. Leicester at Bow-street Police-court recently to twelve months' imprisonment with hard labour for being in possession of cocaine without lawful authority.

Detective Owen, of Scotland Yard, stated that one night, in company with Detective Dixon, he saw defendant walk up to two women in Wardour-street, speak to them for a few minutes, and they walk away. About half an hour later he reappeared at the same place, and spoke to another woman. "Witness then told him he suspected him of being in possession of cocaine, and he replied, 'Don't be silly, I haven't got any stuff.' He was searched in the street, and twelve packets of cocaine was found in the lining of his jacket pocket."

In reply to the magistrate, the detective said that the legitimate market value of the twelve packets of cocaine was five or six shillings, but they could be sold in the street for 30s. or £2. Defendant was what was known as "a mug." He worked for another man, well known to the police, but who kept well in the background.

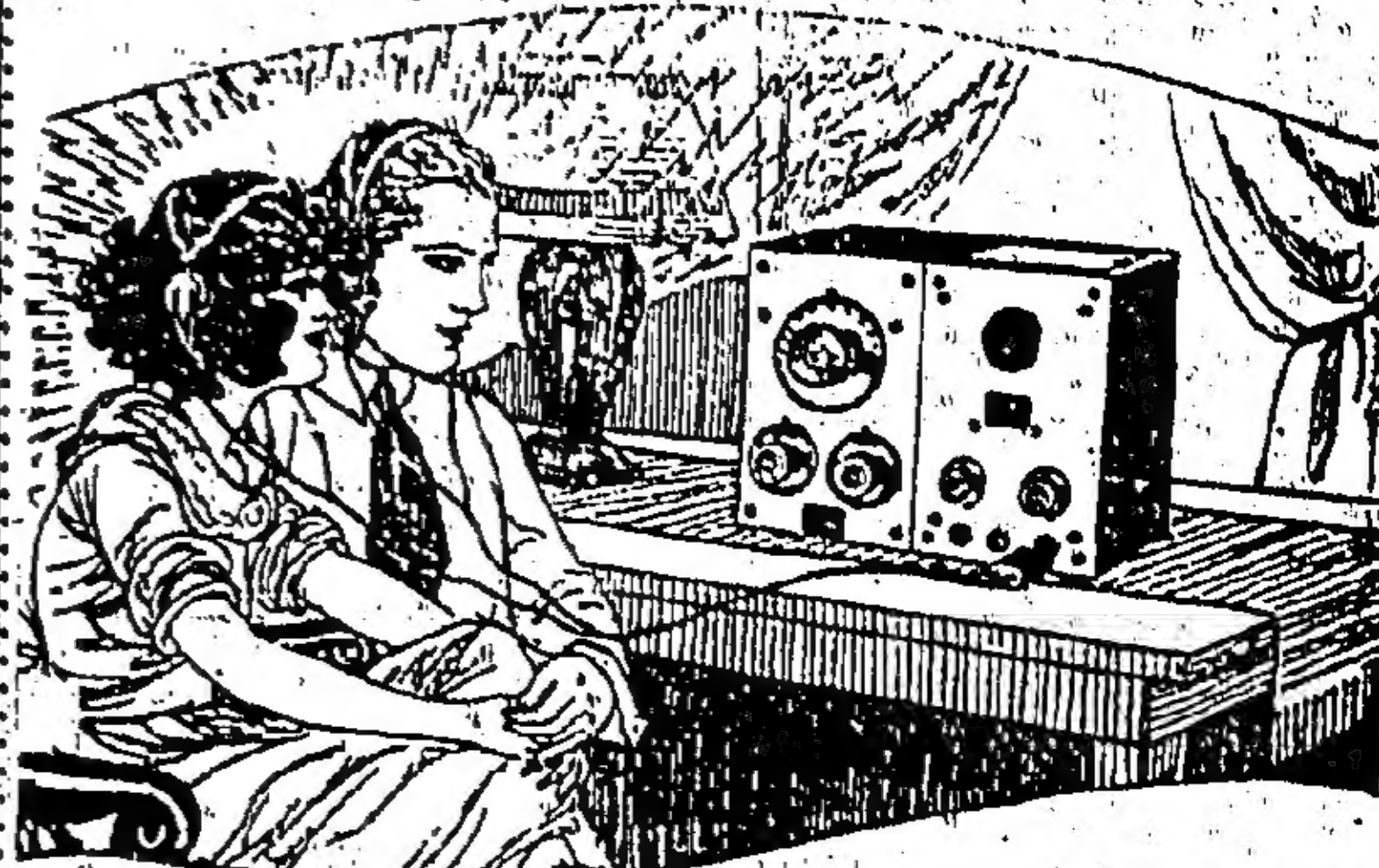
The Magistrate: The other man you can't get at?

Detective Owen: We hope to, and probably shall.

Victims always welcome a

VICTROLA

No home complete without one
MOUTRIE'S—Sole Agents.



RADIO EQUIPMENT OF EVERY DESCRIPTION.

You can hear the tests being carried out by the

HONGKONG HOTEL CO., LTD.

In your own home, but make sure that the set you purchase has been approved by the Postmaster General.

We guarantee our British made sets to comply with any future rules and regulations in respect to receiving sets in Hongkong.

For information and particulars visit the

ELECTRICAL DEPARTMENT

of THE HONGKONG HOTEL COMPANY, LIMITED.

Tel. 654. **HOP CHEONG** 55, Queen's Road, Central.

COMPLETE HOUSE FURNISHERS

DEALERS IN

SWATOW DRAWN AND LACE WORK

EMBROIDERIES, OLD MANDARIN COATS,

SILK, ETC., ETC.

LARGE CONSIGNMENT JUST UNPACKED.

INSPECTION CORDIALLY INVITED.



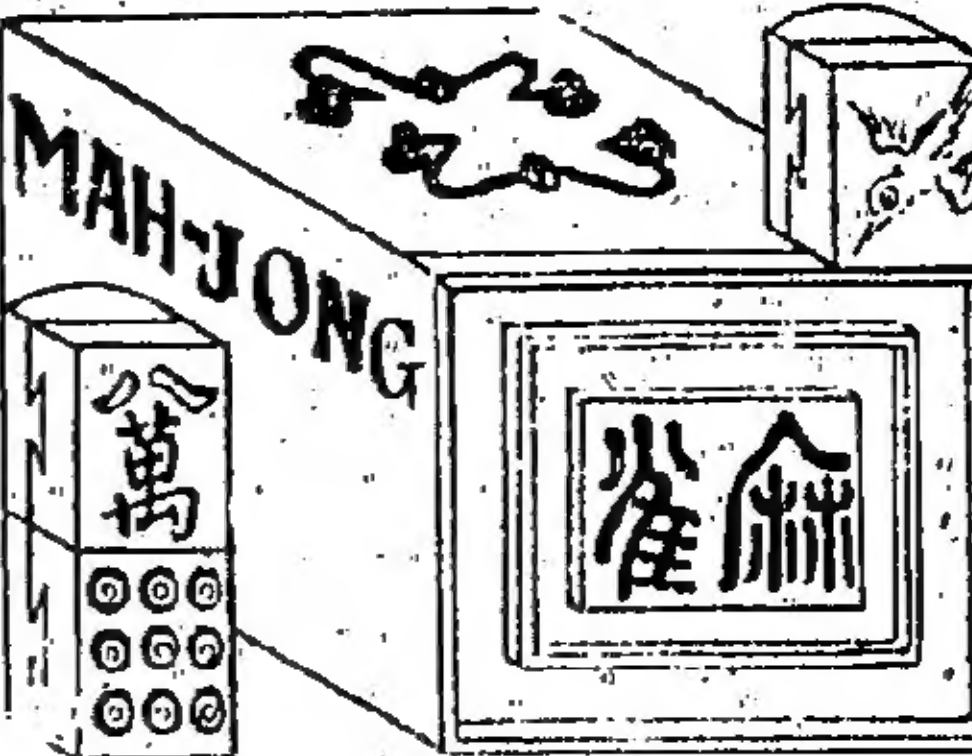
PEKING LAMP SHADES

We have large stocks of the choicest Peking lamp shades. OUR STORE is also the best place to obtain shawls, scarves, caps, crepe underwear, dresses, lace, mandarin costumes, Swatow work, etc., etc.

FOOK WENG & CO. Astor House Building

Cable Address "CURIOS"

MAH-JONG!



THE GAME WHICH HAS BECOME THE RAGE OF THE WHOLE WORLD

Take a hot home today and will quickly become an enthusiastic exponent.

We have the best selection in South China

SWATOW LACE CO.

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Manufacturers of—

SILK EMBROIDERIES,

SWATOW DRAWN WORK,

LACES, Etc., Etc.

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IF YOU
ENJOY
REALLY
GOOD COFFEE

BUY THAT WHICH IS
SPECIALLY SELECTED

LAND FRESHLY ROASTED AND GROUND DAILY.

THE CRAECO-EGYPTIAN CO.

12, Queen's Road, Central.

FRECKLES AND HIS FRIENDS



Willie Is a Genius.

BY BLOSSER

You will arise refreshed, full of vigour and energy, if you make it a habit of taking

WATSON'S
Effervescent LIVER SALT.

It acts gently on the liver, kidneys and bowels, and eliminates from the system all impurities. It relieves the congested condition arising from sedentary occupations, overwork, errors of diet, etc. etc.

Price \$1.40 per bottle

Sole Agents:—

A. S. WATSON & CO., LTD.
THE HONGKONG DISPENSARY.
ESTABLISHED 1841.

THE

MOUTRIE
PIANO

THE INSTRUMENT WITH

A

REPUTATION

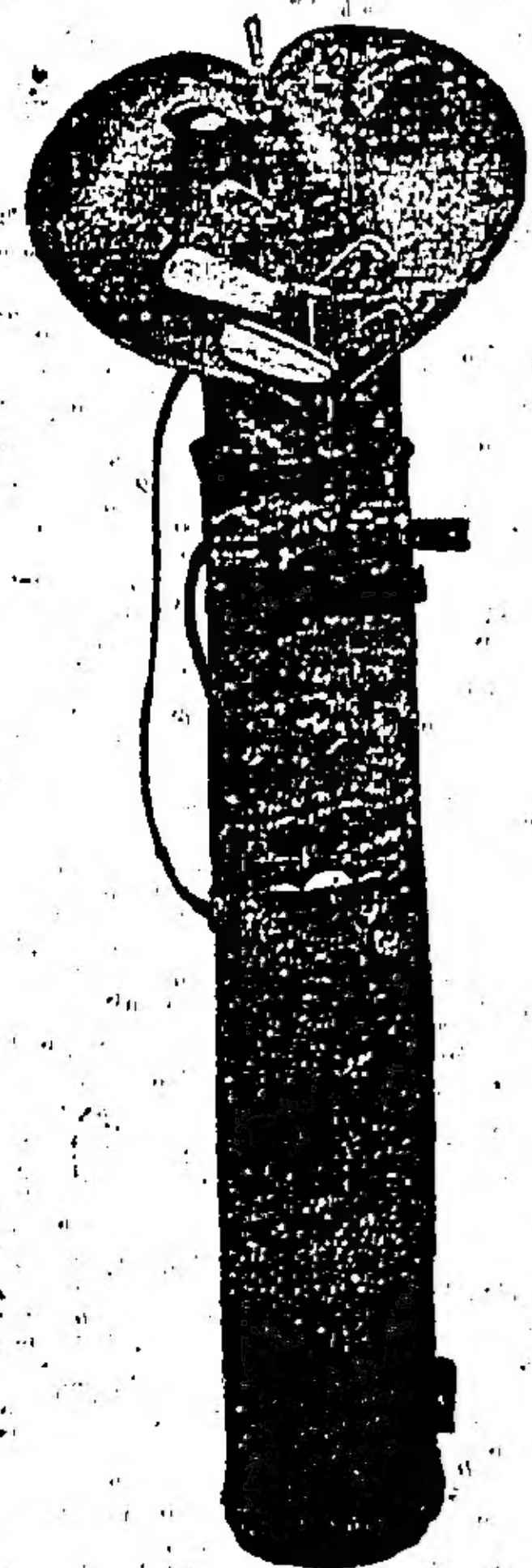
SEVEN YEARS' GUARANTEE
WITH EVERY PIANO.

S. MOUTRIE & CO., LTD.

CHATER ROAD.

LANE CRAWFORD'S
HARDWARE THAT THEY

'HAVE NO BANANAS'
BUT
HAVE PLEASURE IN ANNOUNCING



THE ARRIVAL

OF

"The GOUDIE"
LOCKFAST
COLF BAG.

SIMPLY PULL THE
PATENT SLIDE AT THE
HOOD AND THE POCKET
AND THE BAG IS
LOCKED.

Clubs and balls cannot be pilfered and clubs are protected from wet and resulting rust.

LANE, CRAWFORD, LTD.

HERRING HALL MARVIN SAFES

FOR
OFFICE, HOUSEHOLD OR
PERSONAL USE IN KEY-
LOCK OR COMBINATION
ATTACHMENT.

"THE SAFE WITH A
REPUTATION."

Immediate Stocks
Offering.

MUSTARD AND CO.
17, Connaught Road, Central.
Tel. No. 1183

DEATHS.

FARIAS.—On the 11th September, at the French Hospital (Causeway Bay), Anita M. P. Farias. (Shanghai and Japan papers please copy).

ELLISON.—On September 3, at Kuling, Rev. L. J. Ellison, B.Sc., of the English Baptist Mission, Shantung.

The Telegraph.

HONGKONG, 12th Sept., 1923.

RIDICULOUS.

We have not yet seen a copy of the draft regulations for the prevention of piracy, but, if we are to judge from the clauses made public in a letter which was published yesterday, they would appear to need a deal of modification before being put into force. According to the writer of that letter, who has closely studied the draft, there is no provision whatever made for the safety of the passengers, the cargo or the ship. Whether it is possible to devise means for such protection we are not in a position to state. We certainly do not think that absolute safety from all attack can be assured, but it should be possible to reduce risks to a minimum. The majority of river steamers, however, do not lend themselves to defence, and it may be this circumstance which accounts for the absence in the draft regulations of safety measures. This is a point which we can leave to others.

The writer of yesterday's letter is chiefly concerned with pointing out the absurdity of the regulation which provides that the obligation on the part of masters and officers to resist piratical attacks to the uttermost is imperative and that no discretion may be exercised in the matter. We find much to support in his viewpoint. As he shows, circumstances may arise as a result of which the lives of passengers and the safety of the whole ship might be jeopardised through officers foolishly resisting when resistance would be absolutely futile. We can conceive of conditions under which it might be by far the most tactful procedure not to resist—by which, indeed, the opposite action might eventually lead to the capture of the pirates. But no; it is laid down that no discretion must be used. In other words, ships' masters and officers are to be regarded as mere machines—they must under no circumstances use their intelligence or common-sense. That is one aspect of this "no

discretion" regulation. There is another. Masters and officers, with the fine traditions of their calling behind them, very naturally resent this demand that they be courageous—as though they were a crowd of cowards accustomed to evade risks. The experiences of past piracies in this part of the world give the lie direct to that imputation. Under the most trying circumstances, ships' officers have shown pluck and bravery unequalled even on the field of battle. They do not need to be told what their duty is—they can be trusted to do it in true British fashion. To treat them like children, as under these proposed regulations, is an insult to them all.

There are other aspects of this question upon which we may comment later. In the meantime we can only express our surprise that such draft regulations should ever have been issued. It would be interesting to know by whom they were drawn up and whether men of experience had the deciding voice in the deliberations which led to their being issued. We should hardly think so. At any rate, they must be materially amended before being put into operation.

The Three R's.

The European Allies have a harder task than the average small boy in trying to con the three R's—Rhine, Ruhr, and Reparations—for they have no teacher, and have to try and solve the problems for themselves. If all were to agree on the line of procedure, something might be accomplished, but unfortunately each has been trying its own way. Without attempting to predict what the outcome is to be, or pretending to think that the outlook has improved, we can at this stage of events examine the aspects as they present themselves to-day. First of all, we find no signs of agreement among the Entente Powers. Next, we have the conditions in Germany threatening to go from bad to worse—much worse. Trade and reparations are closely related (certainly so far as Britain is concerned) and we have increased unemployment at home, serious business depression, and promise of a hard winter. Italy, formerly inclined to uphold the British contentions as regards the Ruhr, is now (thanks to its attack of Mussolini's) probably anti-British in sentiment. The latest news gives a peculiar contrast between the French viewpoint and German pseudo-optimism. It is impossible to believe that the report, published yesterday, of "the German Government's policy in the Ruhr" is likely to meet with full Allied approval. It seems merely another riddle of the three R's. We might heed our cables dealing with the question "A Puzzle a Week" without holding out any hope of early publication of the solution.

Balkan Clouds.

That hotbed of national disagreements, the Balkans, was not made any better when new "nations" were created by the Allies after the late war. It has merely meant the increase of contentants. We have "a fresh cloud in the European sky," reported from Rome, where Italy holds sway. That newly-named State, Jugo-Slavia, finds itself in disagreement with the Italians over the partition of neighbouring territory; and this five years after the conclusion of the war that was to end war. There is even reference to an ultimatum. We wonder how much of this trouble could be traced to the effects of the Greco-Italian dispute. As regards this latter controversy, it is pleasing to note the possibility of an early settlement of what promised, not long ago, to become a very grave affair. But even should we be rejoicing in the near future at the passing of this big cloud, we must not forget the ill-feeling that will be left behind, and the seeds of future conflicts that might have been sown.

WATER POLO.

In the Water Polo League last night, R.G.A. "A" defeated V.R.C. "B" by six goals to nil.

DAY BY DAY.

THE MOST FATAL DISEASE OF OUR TIMES IS INTROSPECTION.—Dr. Edward Lyttelton.

Whilst unloading cargo yesterday at Jardine's wharf a cargo coolie fell into the water and was drowned.

Amongst the passengers who arrived by the Empress of Canada yesterday were Mrs. J. H. Taggart and Mr. R. Mattingley.

Injuries to his left foot were sustained by a Chinese in a fall from a tramcar at Quarry Bay. He was taken to the Government Civil Hospital.

Yesterday's health returns show two cases of enteric (Portuguese and Chinese) and one each of small-pox (Chinese) and paratyphoid fever (Chinese).

The whole of the proceeds of the forthcoming Promenade Concert at the Volunteer Headquarters will be devoted to the relief of sufferers in the Japanese disaster.

Lady Rees-Davies informs us that the net proceeds of the Children's Aquatic Sports held at Stonecutters, on September 5th, in aid of the Ministering Children's League, were \$1,000.

It was learned at Police Headquarters this afternoon that U Hon-man, who was recently arrested after having been convicted and fined for possession of arms, has again been released.

On the voyage of the s.s. Wing On to Canton on Monday night, a quantity of ammunition was found aboard. On arrival, the Customs people found more, as well as four revolvers. All were seized.

The following extract from the London Gazette, dated 3rd August, 1923, is published in Command Orders:—Royal Army Pay Corps—Lieut. and Paymaster (Temp. Captain) A. W. M. C. Skinner to be Captain.

THE S.S. "REIMS"

Salved and Docked.

One after another, the numerous steamers that were stranded in the typhoon of 18th August are being released. The most recent to come to our notice is the French steamer Reims, which has been held fast in the rocks at the northern end of Stonecutters Island for over three weeks.

The Reims was successfully refloated yesterday morning and was towed to Kowloon Docks in the forenoon. The salvage is to be credited to Chinese. The French steamer now rests on her cradle in one of the two slips at Kowloon alongside the s.s. Kwong-sai, both of which are undergoing repairs by the Hongkong and Whampoa Dock Co. Ltd.

CORRESPONDENCE.

(To the Editor of the Hongkong Telegraph.)

An Expression of Thanks.

Sir, I am sorry that during the interview your representative had with me on the s.s. "Empress of Canada" yesterday, I omitted to make mention of the very great kindness and consideration shown me by all of the officers of both the "Canada" and the "Australia," whilst in Yokohama. All the officers, from the Captains down, were indefatigable in their efforts, not only in the work of rescuing everyone they could, but also in providing for the comfort of the rescued when safely on board. Their splendid example was emulated in no small measure by the Chinese stewards, my own boy even offering to provide me with clothes.

It was entirely due to the excitement of finding myself safe again in Hongkong that I forgot to express my heartfelt thanks to the officers of the Empress Line.

Yours etc.

D. E. PEPPERELL.

Hongkong, Sept. 12th, 1923.

THE PRIME MINISTER.

A Personal Sketch.

London, August 9th.
Ten years ago, writes Reuter's Chief Parliamentary Editor, Mr. Stanley Baldwin, the Prime Minister, was unknown to his political friends; some six years ago he was recognised as a useful addition to the Government Bench in the second Coalition Administration; later he was accepted as a valuable member in the post-war Coalition Government and now everybody is wondering why he was not discovered sooner. A distinguished Liberal leader confessed to me that during the prolonged political struggle which preceded the truce imposed by the war, he had no recollection of Mr. Baldwin as a member of the Opposition ranks and, in fact, in all that protracted fight Mr. Baldwin did not play a conspicuous part. When he became Secretary to the Treasury in the Coalition he quickly showed that his business training was of value in connection with the financial affairs of the State and it was then that members found that in addition to financial capacity he possessed a pretty wit and some of his bon mots are still quoted appreciatively.

When he became President of the Board of Trade in Mr. Lloyd George's Administration, the House began to have a better sense of his capacity, shrewd commonsense and debating skill, but it never realised that the man who was regarded as a good departmental chief was destined within a few years to become Prime Minister. One of the leaders in the Conservative revolt against the Coalition was asked what the mutineers would have done if Mr. Bonar Law had not been allowed by his doctors to come forward, and the reply was: "We had our eyes on another man." The other man was Mr. Baldwin and the mutineers could not have made a better choice if Mr. Bonar Law had not been available.



The House has had experience of Mr. Baldwin only for part of a summer session, but not only his followers but his opponents are quite convinced that, if there is to be a Conservative regime, Mr. Baldwin is an admirable head of it. He enjoys the personal goodwill of all his political adversaries and, so far as domestic questions in the House are concerned, he has inaugurated that regime of tranquillity which was the dream of Mr. Bonar Law. The work of the session has gone smoothly and if difficulties lie ahead, they have, as yet, not obtruded themselves.

The Conservative party as a whole seems satisfied that it has made the right choice, but some time must necessarily elapse before Mr. Baldwin can establish his full authority both with the House and in the Cabinet. He does not enjoy the prestige of a leader like Mr. Bonar Law who has led his party to victory at a general election and he has yet to show his mettle, but he will be firmly established and in the present crisis in international affairs he will require all the authority which a British Prime Minister can wield. Unquestionably his party trusts him and his personal qualities have contributed to his success. The unassuming man, without showy gifts or pretensions to genius, can sometimes get his way among his colleagues more easily than the brilliant, dominating statesman and perhaps part of Mr. Baldwin's good fortune is that he has not yet disclosed how clever and brilliant he is. Probably he is much cleverer than most people suspect, but he does not provoke animosity or excite jealousy.

LAWN BOWLS.

Police Club Defeat Shanghai.

[By "JACK HIGH."]

The remainder of the Shanghai Interport bowling team arrived here yesterday by the Empress of Canada and were met by the following officials of the Lawn Bowls Association—Mr. D. Gow (Vice President), Mr. D. Harvey (Chairman) and Mr. C. J. Tacchi (Hon. Secretary). They were given a hearty welcome to the Colony, and much pleasure was expressed at renewing acquaintance with Mr. J. J. Shaw, the veteran skip, who was down here with the team two years ago.

The First Match.

Yesterday, in the presence of a large gathering representative of every Bowling Club in the Colony, the Shanghai Interport Bowlers played their first match on the Police green. It was very sporting of the Shanghai players to risk their reputations in consenting to play within two hours of landing, but they nevertheless gave an excellent display of bowling. Although they lost by a margin of 8 points the final score is no real indication of the fight put up by the losers. Shaw had rotten luck with several faultless woods and earned the sympathy of the onlookers.

Tomlinson, as No. 1, stuck gamely to his opponent Gerrard, but went off somewhat towards the end of the game. Veitch and Poignand were both somewhat erratic, although the latter improved greatly in the second half.

For the Police, Clark as skip and Gerrard as No. 1 were the outstanding players, their bowling being nearly perfect. Grimmett did useful work but was not always consistent. Robertson's play was rather "ragged" and much below his usual form. Taking the match all round, and barring the first four heads which were a trifle straggly, the play was of a very high order, and I venture to say that nothing better will be seen at the Interport Match.

Teams.

Shanghai	Police
J. Tomlinson	W. G. Gerrard
T. Poignand	J. Robertson
H. Veitch	A. Grimmett
(skip) J. Shaw	(skip) J. Clark

Scores.

Shanghai	Police
Heads.	Shots.
1	4
2	1
3	5
4	5
5	2
6	7
7	7
8	7
9	2
10	9
11	1
12	10
13	10
14	11
15	11
16	12
17	13
18	13
19	13
20	3
21	17

This evening, the Shanghai team will play the Civil Service, to-morrow the Tai Koo Club, Friday the Kowloon Dock team, on Saturday the Interport game with Hongkong will take place, on Monday the visitors play K.C.C.O., on Tuesday the Kowloon Bowling Green Club and on Wednesday the Craigengower Club.

Mr. Baldwin indeed appeals to a wide section of public opinion. He is a man of business, for he was identified at one time with the great firm of Baldwin, Ltd., which is concerned with coal iron and steel and the industrial members of the House attach value to his opinions on all trade and commercial subjects. He is enough of a farmer to appeal to the agricultural interest and he has told us that his hobby is pig breeding. He is a scholarly man and his speeches are an excellent example of clear-cut nervous English. He is economical of words and the words he uses are, for preference, short. A study of his speeches, both inside the House and out, shows his liking for monosyllables. "If I fall, I shan't whine" is a typical Baldwin sentence.

In one respect he may have an important effect on English social life. He is a devotee of the pipe and scorns alike cigar and cigarette. The pipe is not allowed, to the chagrin of many diners, at formal public banquets, but when the Prime Minister attends, there is a tendency to disregard etiquette and even though ladies may be present, pipes are permitted.

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The "NERACAR" was not built for excessive speed. On plain level roads, it will give a speed of 35 miles, whilst on hills—such as the Chin Wan Hill—it will give a speed of 25 miles per hour, as proved in the recent trials. Considering that most people rarely go motoring at more than 30 miles on "level roads" or 20 miles "up hills," the "NERACAR" has a reserve speed which is quite ample.

The "NERACAR" was specially designed and built to meet the needs of people who, in their daily avocations and pleasures, find that what is really required is a reliable, fair priced, light two-wheeled motor car that will carry them about safely, economically, at a fair speed and without the risk of having their clothing soiled by dirt, grease and oil. The "NERACAR" answers all these requirements and its gasoline consumption is one gallon to 100 miles!

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for every milk purpose

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RADIO NOTES AND NEWS.

"Live Wire" at Head of British Broadcasting Company.

The following sketch of Mr. J. C. W. Reith, general manager of the British Broadcasting Co., appears in *Popular Wireless Weekly*—

On his father's side Mr. Reith is Scotch, on his mother's English, and as he has lived and laboured on both sides of the Tweed he is conversant with the needs and aspirations of Scotch and English alike, and has a sympathetic understanding of both nations, not to speak of his American ideas.

The business capacities of the Scotch are often enough quoted in England, and in Mr. Reith we have an excellent example of inherited Scotch ability for organisation. His grandfather, Mr. George Reith, was in charge of the construction of the first railway which went into Aberdeen. How a Scot is a general manager of the Canadian Grand Trunk Railway, but was perhaps better known as the general manager of the Clyde Navigation Trust in Glasgow, where he played a most important part in laying deep and strong the foundations of the magnificent enterprise conducted by the Clyde trustees to-day.

Mr. J. C. W. Reith, the subject of our sketch, is the youngest son of the Rev. Dr. George Reith. He was educated at the Glasgow Academy and at Gresham's School in Norfolk, and at the Royal Technical College, Glasgow. Before the war, he gained experience of practical engineering in Glasgow and London, but on the outbreak of war he joined up immediately and threw in his lot with the Royal Engineers. For a year he was at the Front, but was severely wounded at the battle of Loos, and thereafter served under the Government in various important undertakings until the end of the war.

He was sent to America, early in 1916 to take charge of several American munition contracts. This was a very difficult and delicate undertaking as may readily be supposed, but Mr. Reith fulfilled his responsibilities with every satisfaction. Some conception of the extent of the operations may be obtained from the fact that Mr. Reith required 600 assistants for the efficient discharge of the duties entrusted to him.

The "Mystery Towers"

Whilst in America, Mr. Reith (who by the way, is a very good speaker) did some excellent work by making speeches on behalf of the Allies. In this particular enterprise he was associated with Major John Hay Reith, better known as "Jan Hay." Jan Hay was a Captain at that time, and later, in October, 1917, an American correspondent in the *London Times* remarked that Captain Reith and Captain Hay had caught the "public ear," and had helped considerably to mould American pro-Ally sentiments.

On returning from America, Mr. Reith was engaged in very urgent constructional work in aerodromes and coast defences, until the Royal Engineers "loaned" him to the Admiralty, under the auspices of which he was associated with the famous Argentine railway engineer, Mr. W. L. Lowe Brown, in connection with the construction of the famous "mystery towers" at Shoreham. Mr. Reith had charge of all the outside work, with some 2,500 men under him.

This was a work of some magnitude and complexity. Every conceivable branch of engineering was involved in the construction of the towers, which were built of an entirely new type of reinforced concrete. It will be remembered that these towers excited a good deal of public interest and curiosity, but that the utmost secrecy was preserved at the time as to their ultimate object and destination.

After the Armistice, Mr. Reith (who was by this time a Major, though he dropped the title on the cessation of hostilities) was put in charge of the liquidation of fifteen hundred airmen and engineering contracts, involving about £15,000,000.

Important Qualities

This task was exceptionally difficult as a rapid transition had to be made from war to peace time requirements. As much money as possible had to be saved, and yet the military equipment had to be brought up to date. It will be realised that considerable

loss threatened the Government; but Mr. Reith managed the business most successfully.

It will be seen from the foregoing rough outline of Mr. Reith's activities—that the general manager of the B.B.C. has outstanding capacities for organisation, and the qualities so necessary in "big" business, personality, powers of concentration, and ability to see his work from all angles.

He is possessed of a restless energy. Those who put Mr. Reith in authority over thousands of men, and in command over big sums of money, knew that in him they had a leader whose personality called for obedience and devotion from those under him, and whose determination would not let him rest until he had satisfactorily performed whatever was in hand.

Future of Broadcasting.

Realising this, we can well understand that so long as Mr. Reith is general manager of the B.B.C. he will not allow the broadcasting service to degenerate into a mere series of entertainments. He looks upon broadcasting as one of the greatest inventions since the discovery of steam and he will use all his influence and devote all his energies to see that it develops along lines which are calculated to advance the welfare of the nation. Mr. Reith's cool judgment, assisted by Mr. Percy Pitt as musical controller, Captain P. P. Eckersley as chief engineer, and Mr. Arthur Burrows as the director of programmes, will place the broadcasting service of England on a very high level. We may expect it to become one of the greatest educational factors in the land. Mr. Reith is particularly anxious that it should be introduced in the schools, and he is following with keen interest the experiments which are being made in transmitting Shakespeare. He has been able elsewhere to get the right kind of men on the right kind of work, and there will be associated with him in the B.B.C. those accustomed to study public taste in the matters which broadcasting will touch, and able to supply it. He is specially anxious that, by broadcasting, the rural community will be brought into touch with the best that the city has to offer.

In a word, he is anxious to show that broadcasting is not merely an ingenious toy ministering lightly to the idle moments of life, but an important innovation with vast potential possibilities, and one of the greatest of all social services.

Recent Inventions

L. I. Robinson, W. E. Warrilow.—Insulators. A flexible covering for ropes, wires, etc., which may be used for insulating electric conductors, comprises a series of ball and socket joints of glass or other material, bored large enough to receive the wire, etc., and allow considerable flexing.

W. Ede and others (Radio Mfg. Co.)—Resistances. A high constant resistance for wireless receiving apparatus, consists of a filament (cotton, string, cord), impregnated with copper, sulphate, or other non-polarising conducting liquid—all enclosed in an insulating tube, having conducting ends. The filament may occupy the bore of a glass tube within a vulcanite tube, the ends being closed by impregnated pads within conical copper caps.

A. H. S. Colebrook & W. A. Williams.—Valves.—Valve filaments may be renewed by weighting one end of a filament wire and dropping it through the grid, whereafter it is secured to the leading-in wires and cut off. Aspherical bulb would be opened at the pipe, a needle carrying the weighted filament inserted, and the filament lowered into position.

W. Dubilier.—Connecting wireless to supply mains.—For coupling receiving sets to mains, etc., taking the place of aerials, a device containing two condensers is screwed into a lamp socket, thereby connecting a condenser in series with each main. The receiving apparatus is then connected to one or both condensers, whichever gives the best result.

O. E. Vawter.—Condensers.—Plate condensers are made by placing the plates in a flattened metal tube and pressing to clamp firmly in position.

BASEBALL POINTS.

Further Questions Answered.

QUESTIONS.

One—When can a pitcher, who has been announced to start the game, or sent in as a relief pitcher, be removed from the game?

Two—Can a manager send in a pinch hitter, and after two strikes have been pitched to him, remove said pinch hitter and substitute another batsman?

Three—If a batsman bat out of order, and the proper batsman is called out when the mistake is discovered, can the batsman who had hit out of order bat again in the same inning if the correct batting order calls for him to do so?

Four—If the manager changes outfielders and fails to notify the umpire, and said outfielder retires the side on three fly balls after going into the game unannounced, has the manager of the team at bat a chance to protest?

Five—When rain causes the umpire to suspend play is there any set time that he must call it off if the rain continues to fall?

ANSWERS

One—A pitcher announced to start the game or sent in as a relief pitcher, must pitch until one batsman is either retired or reaches first.

Two—Manager has a right to remove batsman sent in as pinch hitter by substituting some other player who takes balls and strikes that was of pinch batter.

Three—The fact that a batsman batted out of order has no effect on him. He must continue to hit in his proper place in the batting order.

Four—The outfielder who went into the game unannounced takes the place of the player for whom he substituted and plays made by him are legal. The manager of the team at bat has no chance for a protest.

Five—The umpire can hold up the game as long as he believes there is a chance that play may be continued.

MISSIONARIES IN CHINA.

Reply to Mr. Bertrand Russell.

Mr. Herbert J. Woodall, district treasurer, London Missionary Society, has received a letter from the Rev. Arnold P. Lansdown, of Shanghai, one of the Society's missionaries in China, replying to some remarks in an article on "The Boxer Indemnity and Chinese Education" by Mr. Bertrand Russell, which appeared in the *Manchester Guardian* of April 4. Mr. Lansdown, in his letter, says:—

Mr. Russell, of course, does not know China. No one who has only spent a few months in this country and who cannot speak the language has a right to speak for China or the Chinese. But Mr. Russell has shown clearly that he also does not know the missionaries in China, and has not taken the trouble to discover either their ideals or their methods. He admits that the missionary probably knows China and the Chinese better than any other foreigner, but complains that the missionary's opinion is not worth consideration, because "to him China is a country to be converted." His meaning presumably is that because the missionary spends his time in denouncing heathen customs, the Chinese regard him as an enemy, rather than as a friend. But this is exactly what the missionary does not do. Because he reads their classics in their own language, enters into their daily life, he has learned to admire the Chinese and much of their ancient civilisation, and sees more clearly than others, the high ideals that have often unfortunately become lost in what are now meaningless ceremonies.

The great conference of all the Chinese churches in Shanghai last year revealed that the missionary is in advance of all other foreigners in giving the Chinese the control of their own affairs. At that gathering, under a Chinese chairman, there were more Chinese delegates than foreigners, and the Chinese themselves revealed not only a spirit of trust in the missionary, but also a definite admiration for his methods. Foreigners and Chinese are all agreed that the time for the departure of the missionary has not come yet, but because the missionary is willing to give way to the Chinese leader, he has gained the respect of the Chinese Christians as no other foreigner has yet obtained it.

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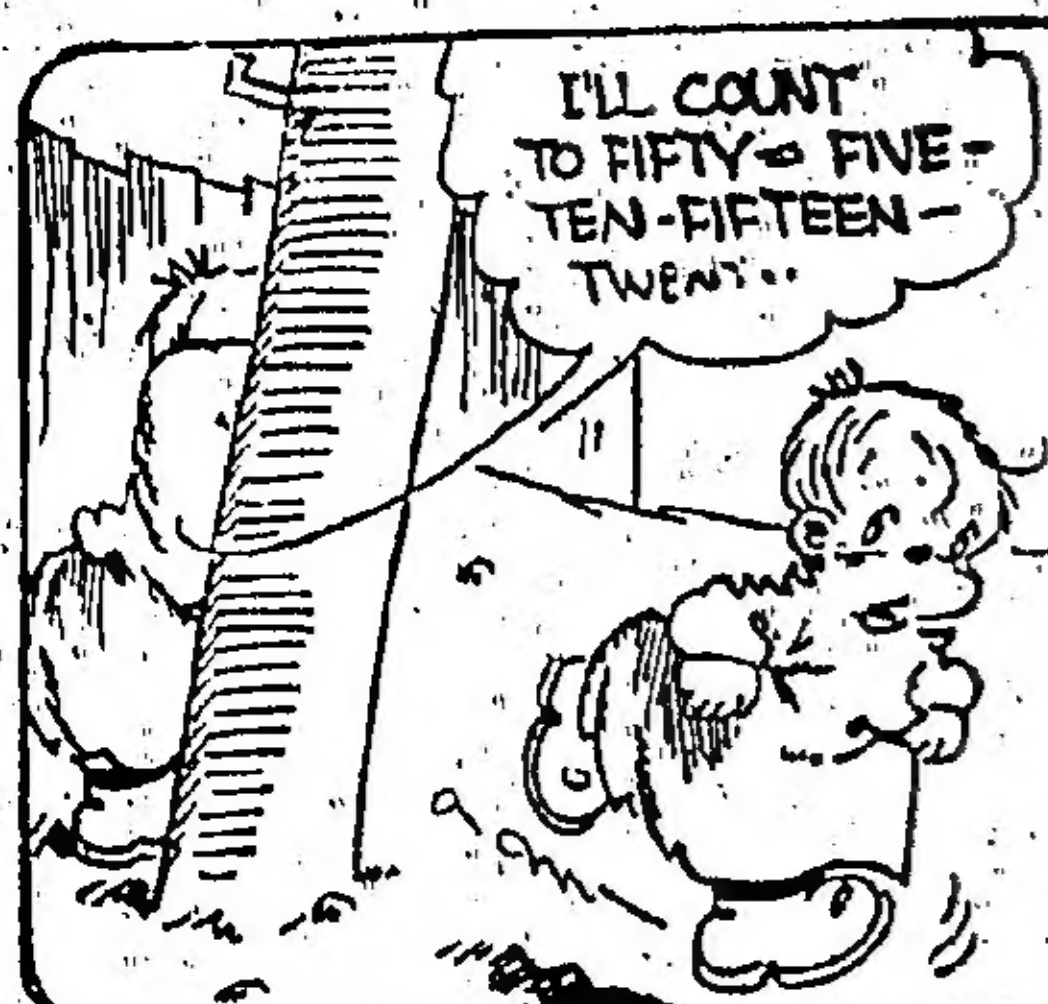
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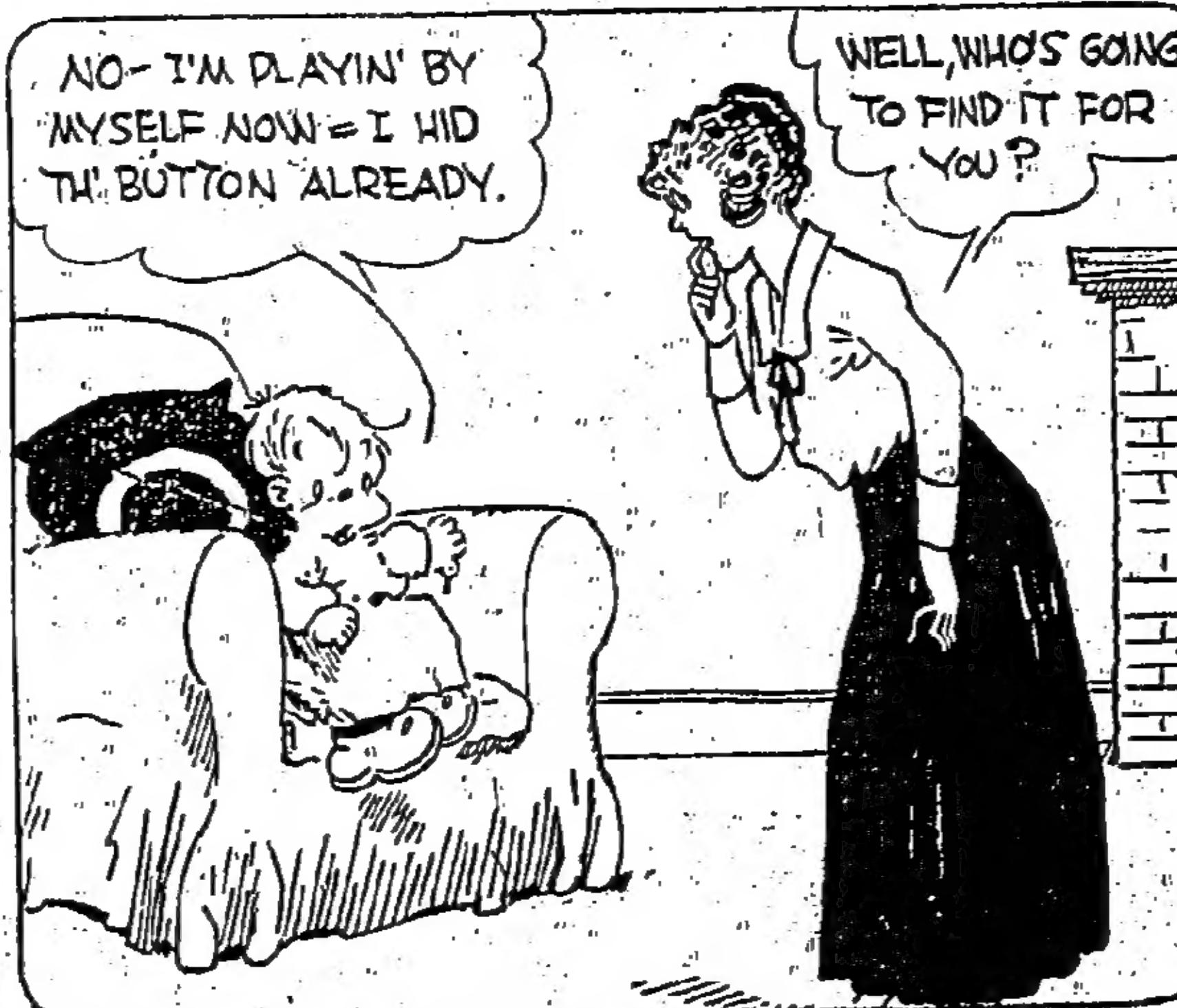
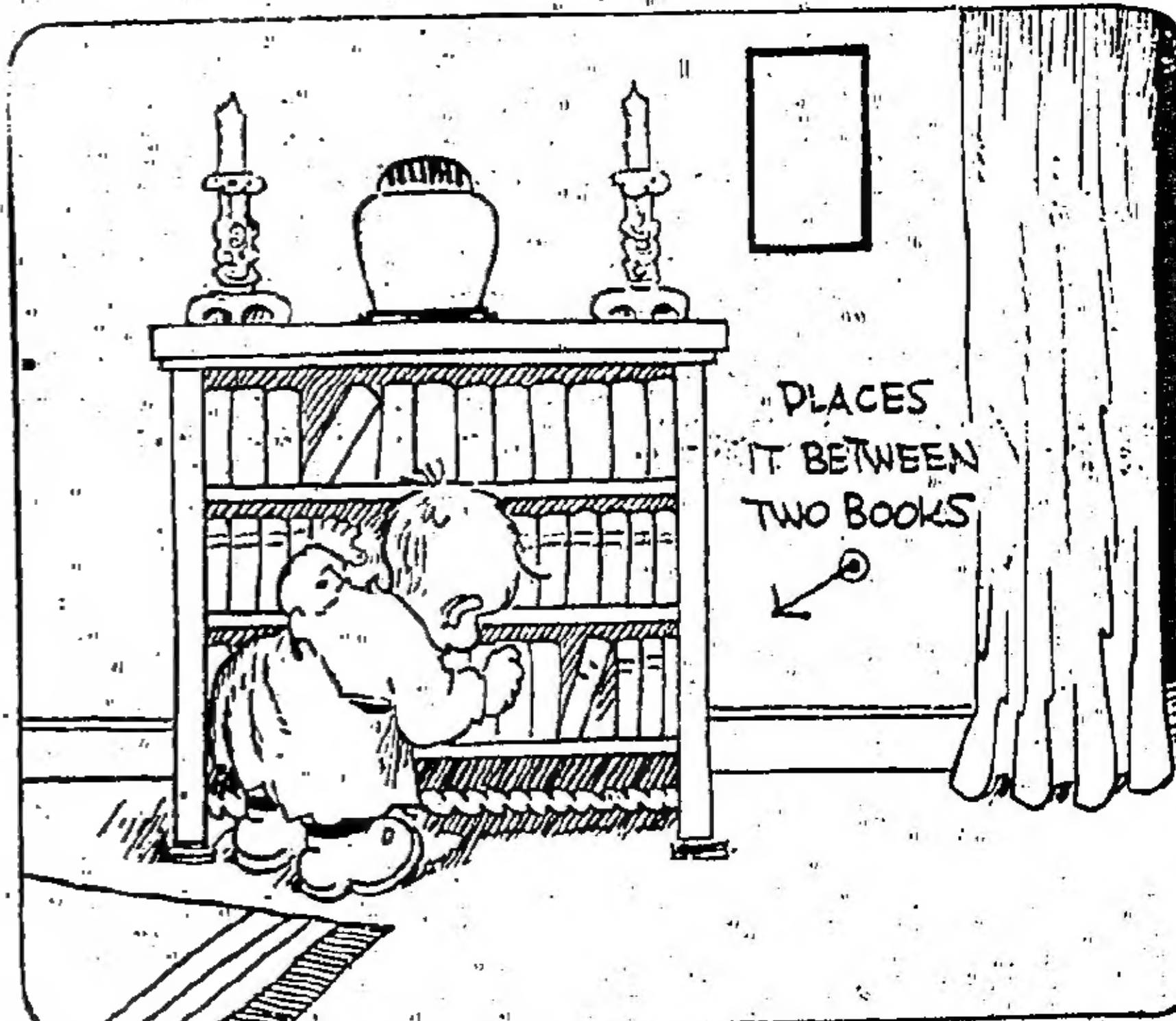
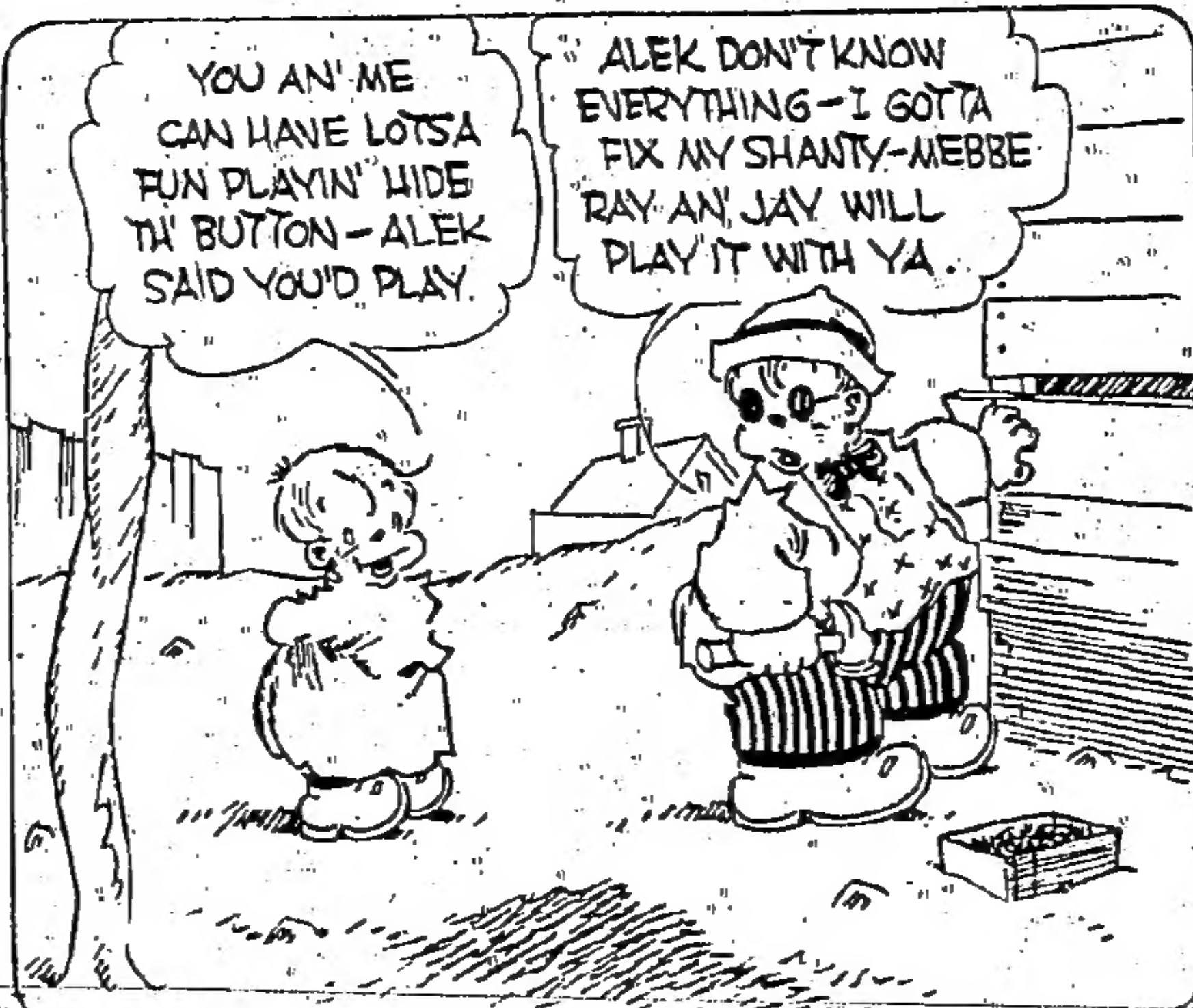
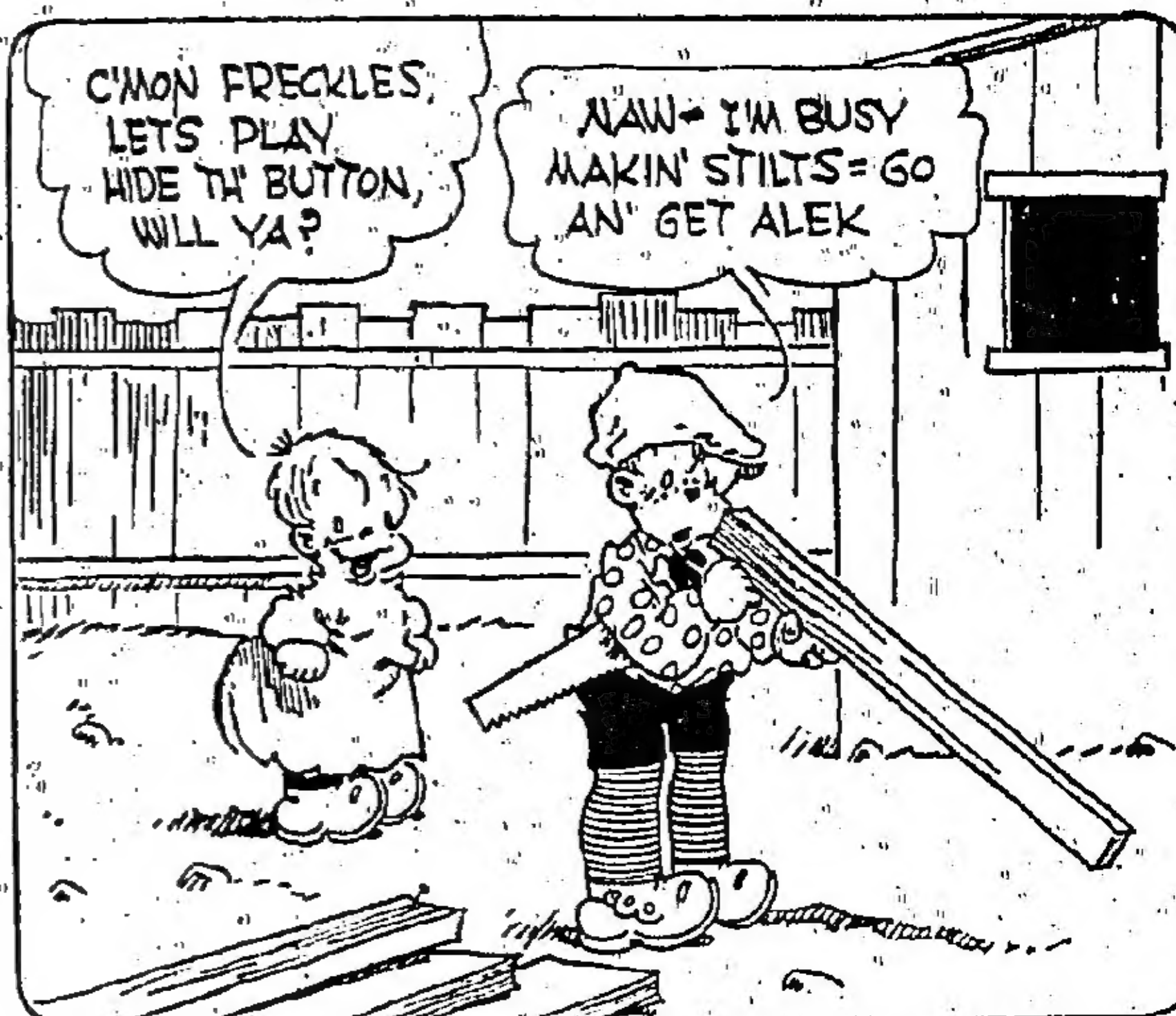


"Mopsy, who gets the goldfishes married?"



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by *Glosser*



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Made of Cotton, Ceylon Flannel, Wool Taffeta, Silk or "Viyella" Flannel in various weights suitable for the cooler nights.

Prices range from \$8.00 per suit.

Every garment is perfectly tailored and fully cut to ensure ease and comfortable fitting.

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REPULSE BAY HOTEL.

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Will be held each WEDNESDAY and SATURDAY.

WEEK-DAYS

During the Summer Season an Orchestra will be in attendance from 8 p.m. until Midnight.

SUNDAYS

An Orchestra will be in attendance during Tiffin and Tea. Tables may be reserved at the Hongkong Hotel (Tel. 332) OR

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HONGKONG HOTEL.

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Will be held nightly in the

GRILL ROOMS

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The Jazz Orchestra will be in attendance

Dancing from 8 p.m.

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WOMEN'S INTERESTS



A couple of years ago hand-woven materials were used only for caps, but now they are seen in the smartest and most expensive shops in dresses, coats, suits and separate skirts of the sports clothes variety.

SHAWL CAPES.

After the Deauville handkerchief comes a rage for the Deauville shawl. The newest show large squares of silk or crepe, printed in Persian and Oriental designs, or hand-embroidered with wonderful high-coloured Indian applique patterns, and edged all round by a 6-inch hemstitch border of plain silk or fringe of a contrasting colour.

Sometimes these new handkerchief shawls are simply made of white or coloured stockinette or silk Milanese, one corner of which is gaily embroidered in Spanish wool work depicting a large bunch of variegated flowers in tapestry. The effect is exceedingly good, for these wraps, while easy and warm to wear, are very light and decorative to carry.

THIS WEEK'S RECIPE.

Maple Gelatine

One tablespoon gelatine, 1 cup boiling water, whites of 4 eggs, 1 cup maple syrup.

Dissolve gelatine in boiling water. When cool add to whites of eggs and syrup. Beat with a beater till stiff. Pour into mold and chill. Serve with whipped cream or boiled custard.

DUCK-POM-POM.

Goose and duck feathers are being worn by the fashionable.

Ostrich feathers are used on hats, sunshades, handbags, shoes, and in many other ways.

But many fashionable fancy moumms and pom-poms are made in duck feathers, dyed as well as nature's colourings. One of the latest novelties for adorning the hair in the evening is a dainty band of goose feather cockades in black and green, black and red, or black and gold.

Phoenix bands are also worn, and these are guaranteed "very becoming" in their natural hues. Frequently the feathers are made to look very much like leaves, and all sorts of novel effects are obtained.

Bird of Paradise plumes are very fashionable. People who object to them as trimmings will be glad that the birds of the back-yard are being pressed into a double service—edible and decorative!



Alpaca, is back again. Silks and summer coats are the garments in which it is shown in tailored and semi-tailored styles.

FOOTWEAR "DON'TS" WORTH READING.

Don't attempt to clean with brown polish the brown leather strappings on white shoes. It is liable to stain the white portions underneath the perforations. White boot cream is much easier to use for this purpose and gives just as good a result.

Don't regard boot trees as an extravagance. By removing the creases in the vamp they lengthen the life of the shoe considerably.

Don't wear patent leather shoes which feel cold to the touch without first warming them slightly. The bending of the foot is likely to crack them. Either rub them briskly with a duster, or hold them in front of a fire for a second or two.

Don't fix heavy rubber soles on shoes with thin uppers. Suitable weight rubber soles are an advantage because they prevent frequent repairing. But a pair of



Polka dots, or shaver dots, are coming into their own. Instead of having the polka dots one colour you can have them varicoloured—pink, blue, yellow and lavender mixed.

leather shoes. When dry, work some good boot cream well into the leather. This treatment is also beneficial when shoes, black or brown, are badly caked with polish.

Don't attempt to stretch a tight shoe without making it wet first. Sponge the upper inside and out, tree up tight and leave to dry. This will prevent the leather contracting when taking off the shoe. Don't wear a pair of newly soled shoes immediately they are sent home. Give the new sole a day or two in which to thoroughly dry. The harder the soles become the longer will they wear, and the better will they keep their shape.

Don't put wet shoes near a fire to dry. The wetter the leather the more quickly will it burn. Either place them on a boot rack or lay them on their sides to dry naturally.

Don't choose pointed shoes if your feet are of the stubby variety.



Even a morning frock should show some conformity to style. Here is one that does. It has the long waist, a slight fullness over the hips to give a long line front and back. It ties in the back with a sash.

RENOVATION "TIPS."

Iron silk or satin ribbon under a damp cloth which has been dipped in cold water, and wrung out, and finish off by ironing the ribbon on wrong side with a cooler iron, placed directly on surface.

Velvet ribbon, having been well brushed, should be held before a steaming kettle until saturated, to raise the pile; it must then be held by a second person, or pinned to the edge of a table, pile up-wards, and ironed underneath, with a hot iron the ribbon will steam and as it steams the pile rises.

Chiffon and Crepe de Chine dresses, etc., should be ironed directly on to surface on the wrong side, with a warm iron (not damped), and hung in the air for an hour before wearing or putting away—otherwise they will crease. Mauve and grey crepe de Chine turn colour while being ironed, but the natural colour returns when they are cold.

Lace should be placed face downwards on a blanket and ironed under tissue paper. To freshen a white Japanese silk or crepe de Chine, dip it into cold water, to which a dessertspoonful of methylated spirits has been added, roll in a white towel, and iron with a hot iron placed directly on surface, while still quite damp. Iron silk on right side, and crepe de Chine on wrong side.

HERE AND THERE.

Crinoline frocks boasting of kilted frill upon frill or loops of ribbon over net come to those who can afford them.

A new golf bag, specially designed for women players, has a stand which springs out the moment the bag touches the ground. This is a great boon when it is wet and you have to carry your own clubs.

Tassel pendants with earrings to match may now be purchased quite cheaply, for real onyx and artificial pearls—which look almost like the genuine article—are combined in many fascinating designs well within the reach of a moderate-sized purse.

Folding ribbon hats specially intended for holiday wear and for suit-case packing are being fashioned in becoming pull-on shapes.



Overblouses in semi-tailored styles are most in demand for summer wear.

Besides linen, English broadcloth is a popular fabric and novelty dummies in colours. Illustrated are some of the well-liked models.

PRETTY CURTAINS.

Drawn thread casement cloth for short curtains, worked to show squares or round designs, are made with hemstitched borders, their tops decorated with three-inch wide insertion on beautiful hand-embroidered net. Coloured mosquito net, that shows a gold or silver metallic finish and a very wide mesh, is also being made up into these new short curtains—the centre of which is filled in with a large motif of colour-worked embroidery against the metallic-coloured net, the motif being set in a fanciful framework of slightly ruched taffeta ribbon, that ends in a large true-lover's knot—the ends of which continue down to the hem of the curtain.

Embroidered muslin worked in charming lace designs and applique braid work is also being made up into curtains of the brise-brise type.

MOTHER GOOSE SWEATERS.



The new Mother Goose sweaters have colourful bands wherein practically any nursery rhyme may be pictured, or where the alphabet may run its course. Otherwise they are as plain as the most practically minded child could wish.



No longer must "Paddy" be dragged about by a chain. He's carried around now like a son of royalty. Here's Blanche Mahaffey carrying "Paddy" in one of the new "Pappose" bags.

soles, the substance of which is worthy of a golfing shoe, will cause a light shoe to crack at the vamp.

Don't forget to use your shoe lift. Trodden down stiffeners and broken backs are caused by dragging the shoes on with the fingers.

Don't wear one pair of shoes incessantly. Remember that if worn alternately with others they will last very much longer.

Don't hesitate to use soap and warm water to clean solid brown

for, though the shoes may fit and look quite well in the shop, a few days' wear will produce misshapen effects, and no "tree," however well fitting, can cure the disaster.

Don't, if your ankles are weak wear high heels, for the turned-over appearance will ruin the smartest frock.

Don't spare the polish and spoil the shoe. Every day is not too often to give your shoes of boots a good clean with a reliable cream.

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Empress of Canada	Nov. 17	Emp. of Scotland	Dec. 9
Empress of Russia	Nov. 28	Emp. of France	Dec. 23

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Steamers: Tama, Leave Hongkong, Steamer: Tama, Leave Hongkong.

SIBERIA M. 20,000, Sept. 15, KOREA M. 20,000, Nov. 1.

TAIYO M. 22,000, Sept. 26, SHINYO M. 22,000, Nov. 16.

TENYO M. 22,000, Oct. 25.

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Steamers: Tama, Leave Hongkong, Steamer: Tama, Leave Hongkong.

SHINYO MARU 18,000, Oct. 20, End of Sept.

SHINYO MARU 14,000, Dec. 7.

RAKUYO MARU 17,500, Jan. 15.

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NEW YORK LINE.

(Freight Only.)

VIA JAPAN AND SUEZ.

Steamer: Meiyo Maru, 24th Sept.

For full information regarding passengers, freight and sailings apply to: Y. TSUTSUMI, Manager, King's Building, Tel. Central Nos. 2374 & 2375.

Agents at Canton, Messrs. T. E. GRIFFITH, LTD.

STRUTHERS & BARRY.

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

To Los Angeles & San Francisco from Hongkong by Direct Route.

U.S.S.B. "West Chopaka" Due Hongkong 14th Sept.

U.S.S.B. "West Carmona" Due Hongkong 15th Sept.

U.S.S.B. "West Carmona" Due Hongkong 30th Sept.

U.S.S.B. "West Carmona" Due Hongkong 1st Oct.

U.S.S.B. "West Carmona" Due Hongkong 11th Sept.

U.S.S.B. "West Carmona" Due Hongkong 12th Sept.

U.S.S.B. "West Carmona" Due Hongkong 29th Sept.

U.S.S.B. "West Carmona" Due Hongkong 30th Sept.

U.S.S.B. "West Carmona" Due Hongkong 30th Sept.

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U.S.S.B. "West Carmona" Due Hongkong 30th Sept.

U.S.S.B. "West Carmona" Due Hongkong 30th Sept.

SERVICE TO NEW YORK.

NEW YORK and or BOSTON via PANAMA.

U.S. EPI BECK

For freight, space and particulars apply to:

BARBER STEAMSHIP LINE, INC. ADMIRAL ORIENTAL LINE. AGENTS.

4, Des Vaux Rd., C. H. K. & S'hai Bank Bldg. Grd. and Floor. Telephone Central 2477 & 2479.

PACIFIC SHIPPING.



DOLLAR LINE

SAILINGS FROM HONGKONG.

For Boston and New York. S.S. ESTHER DOLLAR 13th September.

For New York, Baltimore and Boston. S.S. STUART DOLLAR End of October.

For San Pedro, San Francisco, Portland and Vancouver. S.S. GRACE DOLLAR

For San Francisco and San Pedro. S.S. STUART DOLLAR End of October.

For Rates and Particulars Apply to:

THE ROBERT DOLLAR CO.

DEACON & Co. No. 4A Des Vaux Road.

CANTON Tel. Central 792 & 795

COMPANIA "TRASATLANTICA" DE BARCELONA.

(Spanish Royal Mail Line)

MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID, BARCELONA & OTHER SPANISH PORTS.

S.S. ISLA DE PANAY 17th September.

S.S. LEGAZPI 1st November.

S.S. C. LOPEZ Y LOPEZ 19th December.

SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.

S.S. LEGAZPI 14th October.

S.S. C. LOPEZ Y LOPEZ 1st December.

The steamers of this Company are classed 100 A1 at Lloyd's and are fitted with every modern convenience for comfort and safety of passengers' Stewards and Doctor carried.

For particulars of freight or passage apply to:

BOTELHO BROS.

(Tel. 1331) Alexandra Buildings, Hongkong.



NORDDEUTSCHER LLOYD

STEAMERS

TONS

SAILING DATE

DESTINATION

LUDWIGSHAFEN 24th September

Singapore, Colombo, Suez, Port Said, Genoa, Ant. p. R'dam, & Hamburg.

WESER 15th October

Singapore, Belawan, Cebu, Suez, Port Said, Genoa, Ant. p. R'dam and Hamburg.

All dates subject to change without notice.

For Passage Rates and Freight apply to:

THE ROBERT DOLLAR CO.

Tel. Central 795 or 792. No. 4A, Des Vaux Road, Ground Floor.



ADMIRAL ORIENTAL LINE.

FREIGHT AND PASSENGER

THE NEW FAST AMERICAN

STEAMERS TO

SEATTLE & VICTORIA

SHANGHAI-KOBE-YOKOHAMA.

"PRESIDENT MADISON" 19th Sept.

"PRESIDENT MCKINLEY" 1st Oct.

"PRESIDENT JACKSON" 13th Oct.

"PRESIDENT JEFFERSON" 25th Oct.

"PRESIDENT GRANT" 11th Nov.

TO EUROPE

£120-£112-£110

First Class on the Pacific. First Class on America or Canadian Railways. First Class and Monoclass on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodations and Booking Arranged.

TO MANILA

"PRESIDENT MCKINLEY" 22nd Sept.

"PRESIDENT JACKSON" 4th Oct.

"PRESIDENT JEFFERSON" 16th Oct.

Through Bills of Lading to all United States and Canadian Land Points; also via Panama Canal Lines to Atlantic Ports. Copies of this paper on file in our Office: SEATTLE, CHICAGO, NEW YORK.

For Passage and Freight Booking apply to:

ADMIRAL ORIENTAL LINE.

Hongkong and Shanghai Bank Building Ground Floor.

Telephone Central 2471 & 2479. No. 4, Des Vaux Road.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND

PASSENGER SERVICE.

LONDON SERVICE

LYCAON 15th Sept. London, Rotterdam & Hamburg.

MENTOR 25th Sept. London, Rotterdam & Hamburg.

AGAPENOR 9th Oct. London, Rotterdam & Dunkirk.

PHEMIUS 16th Oct. London, Rotterdam & Hamburg.

LIVERPOOL SERVICE

KT. TEMPLAR 20th Sept. Genoa, M'illes, Liverpool & Glasgow.

PROMETHEUS 3rd Oct. M'illes, Havre, Liverpool & Glasgow.

RHEXENOR 10th Oct. Genoa, M'illes & Liverpool.

PACIFIC SERVICE

PHILOCTETES 25th Sept. Victoria, Seattle & Vancouver.

TYNDAREUS 27th Oct. Victoria, Seattle & Vancouver.

NEW YORK SERVICE

BELLEROPHON 20th Sept. via Suez & Boston.

PERSEUS 5th Oct. via Suez & Boston.

PASSENGER SERVICE

MENTOR 25th Sept. for Singapore & London.

THETIS 10th Oct. for Shanghai.

TERPSICHORE 6th Nov. for Singapore & London.

SARPEDON 11th Dec. for Singapore, Marseilles & London.

PATROCLUS 3rd Jan. for Singapore, Marseilles & London.

For Freight and Passage Rates and all Information Apply to:

BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.)

AGENTS.

BOSTON & NEW YORK

Joint service of the

"BLUE FUNNEL" LINE

Ocean S. S. Co., Ltd., & China Mutual S. N. Co., Ltd.

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong:

S.S. BELLEROPHON via Suez Canal 15th Sept.

S.S. CITY OF BAGDAD via Suez Canal 25th Sept.

S.S. PERSEUS via Suez Canal 5th Oct.

S.S. KARONGAS via Suez Canal 15th Oct.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to:

BUTTERFIELD & SWIRE OR THE BANK LINE, LTD. HONGKONG.

(John Swire & Sons, Ltd.)

Hongkong & Canton HOLYOAK, MASSEY & Co. Ltd., CANTON.

VEREENIGDE NEDERLANDSCHE SCHEEPVAART

MAATSCHAPPIJ.

(United Netherlands Navigation Company)

HOLLAND-OOST AZIE LIJN

(Holland-East Asia Line)

(Members of the Straits, China and Japan Conferences.)



Taking cargo for Belgian, Netherlands, German and all North European ports on direct or optional Bills of Lading, also to United Kingdom ports on optional Bills of Lading only.

ARRIVALS FROM EUROPE

S.S. OOSTERKERK due Hongkong about 25th Sept.

S.S. OUDERKERK 23rd Oct.

SAILINGS TO EUROPE:

Steamers For Sailing on or about

KERTOSONO 1st Oct. Adm, R'dam, Hamburg, Bremen 6th Oct.

For full particulars please apply to:

JAVA CHINA JAPAN LYN.

General Agents. York Building.

CONSIGNEES.

NOTICE TO CONSIGNEES

ADMIRAL ORIENTAL LINE

The Steamship

"PRESIDENT GRANT,"

having arrived from MANILA

on September 5th. Con-

signees are hereby notified that

their cargo is being landed at

their risk into the hazardous

and/or extra hazardous god-

owns of the Hongkong & Kow-

loon Wharf & Godown Co. &

Kowloon, & stored at consignee's

risk.

Consignees of Cargo must pre-

duce an Import permit signed by

the Superintendent of Imports

and Exports, Hongkong, before

Bills of Lading will be counter-

signed.

All broken, chafed and damag-

ed cargo is to be left in the Go-

downs where it will be examined

at 10 a.m. on Sept. 11th by the

Company's Surveyors. Messrs

Anderson and Asha.

All claims must be presented

within thirty days of the steamer's

arrival here, after which they

cannot be recognized. No claim

will be recognized after the goods

have left the godowns, and cargo

undelivered on and after Sept

13th will be subject to rent.

No Fire Insurance whatever

will be effected.

Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

COMPANIES INCORPORATED IN ENGLAND

TRADE, JAVA, BULKA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MADRAGUE, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS

(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hongkong (about)	Destination
SICILIA	6,813	18 Sept. noon	Spore, Pang, C'ho & B'bay
DONGOLA	8,083	21 Sept. night	M'les, Gib, L'don & A'werp
MANTUA	10,902	5th Oct.	B'bay, M'les, Gib, L'don & A'werp
SOUADAN	6,696	17th Oct.	Spore, Pang, C'ho & B'bay
KARMALA	9,093	19th Oct.	M'les, Gib, L'don & A'werp
CALEDONIA	7,632	22nd Nov.	B'bay, M'les, Gib, L'don & A'werp

S.S.	Tons	From Hongkong (about)	Destination
TAKADA	6,936	21st Sept.	Spore, Penang & Calcutta
TAKADA	6,949	1st Oct.	Spore, Penang & Calcutta

S.S.	Tons	From Hongkong (about)	Destination
ARAFTRA	6,000	6th Oct.	Manila, Thursday Is., Townsville, Brisbane
ST. ALBANS	4,500	3rd Nov.	Sydney & Melbourne
EASTERN	4,000	1st Dec.	Sydney & Melbourne

For further information apply to—**NIPPON YUSEN KAISHA**, Tel. Central Nos. 292, 293 & 242. F. OGURI, Manager.

S.S.	Tons	From Hongkong (about)	Destination
NELLORE	6,853	22nd Sept.	Shanghai, Moji & Kobe
GRACCHUS	3,760	22nd Sept.	Shanghai
SOUADAN	6,696	29th Sept.	Shanghai
MALWA	10,941	6th Oct.	Shanghai, Moji & Kobe
ST. ALBANS	4,500	9th Oct.	Moji & Kobe

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.
Parcels measuring not more than 14ft. x 2ft. x 1ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to—**MACKINNON, MACKENZIE & CO.**

22, Des Voeux Road Central.



REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

Steamer	From	Expected at Hongkong	Will leave on	For
Tsiliwang	Java	In port	12th Sept.	Japan
Tsiliwang	Java	In port	15th Sept.	B, B'tor, B'via
Tsiliwang	Japan	16th Sept.	17th Sept.	Betavia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the

Java-China-Japan Line

CLEN AND SHIRE.

JOINT SERVICE OF STEAMERS

U. K. STRAITS, CHINA & JAPAN Service.

OUTWARDS

HOMEWARDS

Vessel	From Hongkong	Vessel	Leave Hongkong
OLENOOLE	20th Sept.	GLENSANDA	16th Sept.
CARMARTHENSHIRE	20th Oct.	Genoa, L'don, R'dam & H'burg	
OLENAMOY	22nd Oct.	PEMBROKESHIRE	20th Sept.
OLENAPP	5th Nov.	London, Rotterdam & H'burg	

Movements are subject to change without notice.

For freight or further particulars please apply to—

JARDINE, MATHESON & CO., LTD.
THE GLEN LINE, LTD.

AGENTS

Telephone Central No. 215, sub-ex. 23 and 3596.

M MESSAGERIES MARITIMES

SERVICES CONTRACTUELS

Mail Steamer	Next Sailing from Hongkong	Pro. arr. at H'g. and Sailing for	Pro. Sailing from H'g. for
ANDRE LERON	—	—	19th Sept
AMBOISE	—	—	1st Oct
CORDILLERE	10th Aug.	12th Sept.	15th Oct
ANGERS	24th Aug.	25th Sept.	29th Oct
PHILIP	7th Sept.	9th Oct.	14th Nov
PORTOIS	21st Sept.	23rd Oct.	26th Nov

RATES OF PASSAGE MONEY TO MARSEILLES.
(including Table Wine and free Doctor's attendance.)
A. Class 1st Class £95.00 B. Class 1st Class £89.00
Steamer 2nd Class £68.00 Steamer 2nd Class £62.00

Through Tickets to London and Landing Towns of Europe. Accommodation reserved in the trains at Marseilles.

LIGNE COMMERCIALES (CARGO-BEATS)

C. P. LECOCQ loading for Havre, Antwerp and Dunkirk about end Sept. and may eventually call at Valence, Algor, Casablanca, Hordaux, Rotterdam (if sufficient inducement offers.)

Also through Bills Lading issued to Messiniers, Reval & Riga.

For full particulars apply to: Messiniers Maritimes, Co. 4 Qu'on's Building.

Telephone Central 740. TRANSIT. REPRESENTATION.

Shipping to Europe, Australia, and other Ports.



VICTORIA, ALATILE & VANCOUVER via S'hai & Japan Ports.
Through passage rates to Europe via America G. \$405; G. \$420; G. \$440.

KAGA MARU	Monday	15th Oct. at 11 a.m.
IYO MARU	Thursday	4th Nov. at 11 a.m.
MARSEILLES, LONDON & ANTWERP	via Singapore, etc.	
MISHIMA MARU	Wednesday	25th Sept. at 11 a.m.
HAKOZAKI MARU	Wednesday	10th Oct. at 11 a.m.
HAMBURG via LONDON & ROTTERDAM		

LIVERPOOL via MARSEILLES & VALENCIA		
LYONS MARU	End of Sept. or beginning Oct.	
SYDNEY & MELBOURNE via Manila, etc.		
TANGO MARU	Wednesday	19th Sept.
YOSHINO MARU	Wednesday	17th Oct. at 11 a.m.

NEW YORK and/or BOSTON via PANAMA		
TOBA MARU	Monday	1st Oct.
BURNOS AIRS via Spore, Durban & Cape Town		
KANAGAWA MARU	End of Oct. or beginning Nov.	
BOMBAY via Singapore, Penang & Colombo		
TAMBA MARU	Thursday	27th Sept.

CALCUTTA via Singapore, Penang & Rangoon		
NAGATO MARU	Wednesday	12th Sept.
NAGASAKI, KOBE & YOKOHAMA		
YOSHINO MARU	Wednesday	12th Sept. at 5 p.m.
TSUYAMA MARU	Wednesday	19th Sept.

SHANGHAI, KOBE & YOKOHAMA		
SADO MARU	Friday	14th Sept.
MOJI MARU	Tuesday	13th Sept.
HARUNA MARU	Tuesday	25th Sept.

For further information apply to—**NIPPON YUSEN KAISHA**, Tel. Central Nos. 292, 293 & 242. F. OGURI, Manager.

DODWELL & CO., LTD.

NEW YORK BERTH

FOR BOSTON & NEW YORK via SUEZ.

S.S. "BOWES CASTLE" ... Sailing on or about 14th Sept.

S.S. "SURLGA" ... Sailing on or about 10th Oct.

LLOYD TRIESTINO.

Taking Cargo for Genoa, Naples, Venice, Trieste and all other Italian Ports also cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS. REDUCED FARE FROM HONGKONG TO ITALIAN PORTS.

FOR SHANGHAI, YOKOHAMA & KOBE.

S.S. "VENEZIA" ... Sailing on or about 2nd Oct.

S.S. "FUIMIL" ... Sailing on or about 2nd Nov.

FOR BRINDISI, VENICE & TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "ROSANDRA" ... Sailing on or about end Sept.

S.S. "VENEZIA" ... Sailing on or about end Oct.

S.S. "FUIMIL" ... Sailing on or about end Nov.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMSINGA" Sailing from Calcutta on or about 25th Sept.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

Telephone Central 1030. Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.

SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leave H'kong for Manila, Sandakan and Aust. Ports
TAIYUAN	6th Oct.	11th Oct.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

(JOHN SWIRE & SON, LTD.)

Telephone Central No. 34. Agents.

"ELLERMAN" LINE.

(Ellerman & Bucknall S.S. Co., Ltd.)

UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

"City of Karachi" 21st Oct. Shanghai & Kobe.

HOMEWARDS.

"City of Norwich" 21st Sept. L'don, A'werp, R'dam, H'burg.

PASSAGE RATES TO LONDON.

A. Class Steamers	1st Class £92.—	2nd Class £62.—
B. Class Steamers	1st Class £84.—	2nd Class £56.—
C. Class Steamers	1st Class £76.—	

N.B. "C" Class Steamers comprise those of the Cargo type, which have accommodation for a few passengers but do not carry Doctor or Stewards.

Subject to change without notice.

For further particulars apply to

HOLYOAK MASSEY & CO., LTD. **THE BANK LINE, LTD.**

CANTON.

Tel. Central 780.

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION Co., Ltd.

SAILING SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
TTAO via S'tow & S'hai Waishang	Wed.	12th Sept. at noon.
SHANGHAI via S'hai Waishang	Fri.	14th Sept. at noon.
SANDAKAN	Fri.	14th Sept. at noon.
MANILA	Fri.	14th Sept. at 3 p.m.
STRAITS & Calcutta	Sat.	15th Sept. at 3 p.m.
TIENTSIN	Sat.	15th Sept. at 3 p.m.
SHANGHAI via S'hai Waishang	Sun.	16th Sept. at 2 p.m.
SHANGHAI via S'hai Waishang	Wed.	19th Sept. at noon.
TTAO via S'tow & S'hai Kwangsan	Fri.	21st Sept. at 8 a.m.
HAIPHONG via Hoihow Leesang	Fri.	21st Sept. at 10 a.m.
SHANGHAI via S'hai Waishang	Tues.	25th Sept. at noon.
KOBE	Wed.	26th Sept. at noon.
TTAO via S'tow & S'hai Waishang	Sat.	4th Oct. at daylight.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon. SHANGHAI LINE—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passenger and cargo, calling at Hoihow both ways.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers "S.S. HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Labad Datu.

TIENTSIN LINE.—A regular service is run from March to Nov. between Hongkong & Tientsin occasionally calling at Wei-haiwei & Chiaofoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Kutsang" will be despatched on or about Saturday, 15th Sept., at 3 p.m. for SINGAPORE, PENANG & CALCUTTA. Through Bills of Lading issued to RANGOON PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

Telephone Central No. 215. General Managers.

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.

(Occupying 9 to 10 days.)

Steamship	Captain	Leaving
Hatching	J. S. Thomson	TUES. 11th Sept. at 1 p.m.
Hatching	W. C. Paramore	FRI. 14th Sept. at 1 p.m.
Hatching	Ellis Walker	TUES. 18th Sept. at 1 p.m.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.

General Managers.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

Royal Packet Navigation Co. of Batavia.

S.S. VAN OVERSTRATEN

will be despatched on 14th Sept.

to SINGAPORE, PENANG, and BELAWAN DELI.

Excellent saloon accommodation, all lower berths, English Cuisine, doctor carried, wireless telegraphy.

1st CLASS FARE TO SINGAPORE, \$100.

In connection with the Royal Packet Nav. Co's (K.P.M.) services to all destinations in the Netherlands East Indies.

Agents—**JAVA CHINA JAPAN LIN.**

Telephone Central No. 1574. York Building, Chater Road.

CONSIGNEES.

NOTICE TO CONSIGNEES.

ADMIRAL ORIENTAL LINE.

The Steamship

PRESIDENT MADISON

having arrived from Seattle via ports on Sept. 8th, consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of The Hongkong and Kowloon Wharf & Godown Co., at Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns, where it will be examined at 10 a.m. on Sept. 14th, at the Company's Surveyors, Messrs. Anderson & Ash.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No Claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after Sept. 15th, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately. United States Shipping Board, Emergency Fleet Corporation, Agents.

ADMIRAL ORIENTAL LINE

4, Des Voeux Road.

Hongkong, 8th. September, 1923.

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS

LIMITED.

From ANTIWERP, MIDDLES-

BRO, & STRAITS.

The Steamship

"BENLEDI"

Consignees of cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst. will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 24th inst. or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 17th inst. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned, by GIBB, LIVINGSTON & CO., LD. Agents.

Hongkong, 10th. September 1923.

HUNT FOR EVIDENCE.

Big Fraud Fmating in

Peking.

A sensational international fraud case involving large sums and with its plot centring in Peking, and involving London and New York City, has been brought to the forefront in the Far East again with the arrival in Yokohama on the steamer Empress of Australia of Mr. Hugo Wintner, says the Japan Advertiser.

Mr. Wintner has come to the Orient to take testimony from several foreigners and Chinese in connection with charges against a Mr. Henry Werblow, who has been indicted in New York in connection with the case. The alleged fraud was perpetrated last year from Peking through forged cable instructions to a London bank for payment of large sums on the Asia Banking Corporation and the Guaranty Trust Company of New York. Portions of the sums called for already had been paid on receipt of the instructions when the alleged fraud was discovered, according to reports received at that time.

After a short stay in Japan, Mr. Wintner will proceed to Peking, where he will associate himself with Judge Charles Loringier of the United States Court in Shanghai in his efforts to obtain evidence against Werblow. The indicted man is said to be now in China attempting to arm himself with evidence to clear himself of the charge, having been released on \$25,000 bail, under a temporary. The case is scheduled to come up for trial in New York soon.

NOTICE.

GENTLEMEN'S TAILORING

We are now showing a choice selection of exclusive **SUITS & TROUSERS** in the latest designs. **STYLE, FIT & FINISH GUARANTEED.**

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A first class Hotel in every respect and under English management.
Cuisine under personal supervision of the Proprietor.
Lounge Bar and Billiard Room.
Terms moderate.
Special arrangements for families on application to J. H. OXBERRY, Proprietor.

Board of Conservancy Works of Kwangtung.
Waterlevels in English Feet 8 a.m.

Place of Observation	Height W.L. over recorded Feet	Height W.L. over recorded Feet	W.L. Aug 26 Feet	W.L. Aug 27 Feet
Wachow	+ 79.40	-2.42	—	—
Kongmou	+ 14.70	-0.80	—	—
Linkongmou North	+ 57.01	-0	9.5	8.0
Samsui	+ 27.25	-5.00	21.0	20.6
Shoklung East	+ 15.15	-0.98	4.8	—

BROADCASTING in HONGKONG

ON Wednesday, the 5th. inst. the possibilities of Broadcasting were fully demonstrated in the offices of "The Hongkong Telegraph."

Several gramophone pieces were transmitted with wonderful clarity, which proved that the gramophone and records were as perfect in every respect as is humanly possible, because, in broadcasting, the faults in a machine or record are magnified many times.

Not only then did the experiment satisfy those present that Broadcasting can be as successful in Hongkong as in any other part of the world—it also gave eloquent testimony to the excellence and perfection of—

Brunswick
PHONOGRAPHS AND RECORDS
DEMONSTRATIONS DAILY
17, 102 HOUSE ST.

LAMMERT BROS.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on **Wed. the 12th. September, 1923.** commencing at 11 a.m. at Holts Wharf, Kowloon (for account of the concerned) (6) Six AEG. D. C. Shunt-wound Electric Motors (21.5 Kw, 220 H. P., 220 V., 110 Amp., 100 R. P. M.) with accessories. One Set Rails with foundation bolts. One Aircooled Starter for each Motor. (More or less damaged by water)

Terms: As Customary.
LAMMERT BROS.
Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on **Friday, the 14th. Sept. 1923.** at 3 p.m. at Godown No. 43, the premises of the Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon (for account of the concerned) About 900 Bags Siam Rice (more or less damaged)

Terms: Cash on Delivery.
LAMMERT BROS.
Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on **Wednesday the 19th. Sept. 1923.** at NOON at their Sales Rooms, Duddell Street (for account of the concerned) The Wooden Motor ship "Wan Kiu" as she now lies in the harbour of Hongkong off Sham Shui Po. Three propellers. Gross Tonnage 338.84 Registered Tonnage 527.52 Length 163.4 ft. Breadth 30.7 ft. Depth 19.14 ft. Terms: 20% of Purchase Price on fall of Hammer. For Further particulars apply to the Undersigned.
LAMMERT BROS.
Auctioneers.

EXCHANGE.

(Opening Rate: closing Rate on Page 1.)
SELLING

30 d/s. San Francisco and New York	53	4 m/s. Mare	9.60
4 m/s. Mare	9.60	4 m/s. France	9.75
60 d/s.	2/39/16	Demand, Germany	5 1/2
T/T. Shanghai	2/39	Demand, New York	5 1/2
T/T. Singapore	97 1/2	T/T. Bombay	170
T/T. Japan	107 1/2	Demand, Bombay	170
T/T. India	170	T/T. Calcutta	170
Demand India	170	Demand, Calcutta	170
T/T. San Francisco and New York	51 1/2	On Yokohama	104 1/2
4 m/s. D/P	2/44/16	Demand, Manila	104 1/2
60 d/s. L/C	2/44	Demand, Singapore	97 1/2
30 d/s. Sydney and Melbourne	2/44	Demand, Batavia	135 1/2
		On Haiphong	135 1/2
		On Saigon	80 1/2
		On Bangkok	80 1/2
		Sovereigns	84.60
		Gold-leaf per Tael	48.60
		Bar Silver ready	31 1/2
		forward	31 1/2
		Bank of England rates	3 1/2
		New York, London 1923	4.55

BUYING

4 m/s. L/C	2/41/10
4 m/s. D/P	2/41/10
60 d/s. L/C	2/41
30 d/s. Sydney and Melbourne	2/41

Hongkong 50 cent pieces @ 100 par.
Canton sub. coins @ 100 par.
Hongkong September 12, 1923.

SUBSIDIARY COINS.

Hongkong 50 cent pieces @ 100 par.	100
Canton sub. coins @ 100 par.	100
Hongkong September 12, 1923.	100

POST OFFICE NOTICES.

Telegraphic Communication with G.P.O. at light-house is interrupted.

INWARD MAILS.

From	Day	Time
Shanghai	Sunday	12th Sept
Shanghai	Tuesday	12th
Australia & Manila	Wednesday	12th
London Letters via Brindisi	Thursday	13th
Manila	Friday	13th
Shanghai	Saturday	14th
Europe via Suez & N. Australia	Sunday	15th
Papers London 14th Aug.	Monday	16th
Manila	Tuesday	17th
U.S.A., Canada, Japan & Shanghai	Wednesday	18th

OUTWARD MAILS.

To	Day	Time
Swatow, Amoy & Poremba	Monday	13th Sept
Japan	Tuesday	13th
Straits, Ceylon, Mauritius, L. Mascarenes & Bombay	Wednesday	13th
Hongkong	Thursday	13th
Manila	Friday	13th
Calcutta	Saturday	14th
Swatow, Amoy & Poremba	Sunday	14th
Manila	Monday	14th
Shanghai	Tuesday	14th
Europe via Suez & N. Australia	Wednesday	14th
Papers London 14th Aug.	Thursday	14th
Manila	Friday	14th
U.S.A., Canada, Japan & Shanghai	Saturday	14th
Swatow, Amoy & Poremba	Sunday	14th
Straits & Calcutta	Monday	14th
Shanghai, Japan, Honolulu, Canada, U.S.A., O & South America & Europe via San Francisco	Tuesday	14th
Swatow, Amoy & Poremba	Wednesday	14th
Straits & E. Ind.	Thursday	14th
Swatow, Amoy & Poremba	Friday	14th
Straits & E. Ind.	Saturday	14th
Swatow, Amoy & Poremba	Sunday	14th
Straits & E. Ind.	Monday	14th

ENTERTAINMENTS.

THE CORONET
TONIGHT AT 7.30, 5.15 & 9.15
FOO ISH WIVES
at 7.15
The Ladder Jinx

THE STAR
at 5.30 & 9.15
MARY PICKFORD
— in —
POLLYANNA

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PHONE 1537

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Prices of Admission: 5 p.m. \$1.20 & 80 cts. 9.15 p.m. \$1.50 & \$1.00
Booking at the Theatre.

PASSENGERS ARRIVED.

Pers. s. Cordillere from Saigon etc. Mr. Astor, Boisselier, Mr. Dunin, Mr. P. Van Zon, Mr. Kanrad Sanders, Mr. Galehouse, Miss F. Mattingley, Mrs. H. M. Patterson, Col. and Mrs. O. B. Perry, Miss D. Reed, Mr. L. W. Shewan, Mrs. J. H. Taggart, Mr. Chuan Chai-tang, Mr. Foon Tung-tang, Miss M. Gubbay, Mrs. J. M. McArthur, Mr. and Mrs. D. M. Nissim, Mr. Lee Yook-uen, Mr. G. Serangaya, Mr. C. Iwamoto, Mrs. Meadows, Miss Meadows, Miss D. E. Pepperell, Mr. and Mrs. C. J. Williams, Mrs. G. Costello, Mr. J. H. Helm, Mr. L. E. Bradsher, Miss B. Bruckman, Dr. and Mrs. Chang, Misses G. and A. Cheo, Mrs. Chen, Mr. P. Choa, Master L. Choa, Mr. S. T. Chin, Mr. J. A. Chye, Master G. S. Chye, Mr. M. J. Cox, Mr. Mun, Mr. Kam Fan, Mr. A. C. Kinney, Mrs. Kinney, Mrs. E. C. Hagen, Mr. H. Humphreys, Mr. J. C. Hyndman, Mr. L. E. Hingworth, Mr. Peter Leing Hing-kee, Mrs. Kee, Mrs. G. Leong Hing-kee, Mrs. A. Leong Hing-kee, Miss Kiang, Mr. R. H. Kintock, Mrs. Kintock, Mr. M. F. Kline, Mr. and Mrs. C. C. Kochler, Mr. Y. S. Kwan, Mr. and Mrs. G. A. Li, Mrs. A. M. Nemazee, Misses S. and R. Nemazee, Mr. J. E. Poignant, Mr. Tau Yui-pai, Mr. H. C. Powell, Mr. J. H. Scott, Mr. J. Shaw, Mr. B. D. Slieman, Mr. H. D. Smith, Mrs. R. E. Spurgeon, Mr. W. Veitch, Mr. Pun Dai-wai, Mr. W. A. Wilkie, Miss R. Woodcock, Mr. Yang, Mrs. Yu, Miss Yu, Mr. K. S. Yui, Mrs. L. and Miss Y. L. Yu, Mrs. L. Hamlin, Mrs. E. A. Hayes, Major J. M. Hutchins, Lieut. V. J. McManus, Mr. B. Millard, Miss J. Millard, Mrs. J. R. Scobie, Mr. B. Hebdens, Rev. W. H. Hewitt, Mr. G. T. Kots, Mrs. K. T. Koo, Mr. S. K. Li, Mr. K. Landry, Miss Landry, Miss E. M. Patterson, Mr. T. J. Price, Mr. Mr. Ma Wal-man, Mr. C. L. M. and Mrs. P. V. Thomas, Miss J. Man, Mr. A. McCa, Mr. C. L. M. Weightman, Mr. Yuen Chuck, Mr. Mr. H. C. Ng, Mr. J. H. Scott, Mr. H. Y. Chan, Mr. Tai Chum, Mrs. and Mrs. Su, Mr. Li San-sung, Mr. So Chan, Mr. Soy Fook, Dr. Seung K. M. To, Miss M. Willis, Mr. J. Kwan, Mr. Yuen Low, Mr. Leung S. Wong, Miss Wong, Mr. Yts.

WEATHER REPORT.

Sept. 11d. 19h. 25m. — Warning to Hongkong, Coast Ports, &c. Depression or typhoon in Lat. 19° N. Long. 128° E., moving N. position uncertain.

Sept. 12d. 12h. 05m. — Warning to Hongkong, Coast Ports, &c. Depression or typhoon in Lat. 19° N. Long. 128° E., direction unknown, position uncertain.

Sept. 12d. 12h. 12m. — Pressure changes are small at all reporting stations.

The position of the western typhoon is uncertain. There are no indications of its threatening Luzon or Formosa however.

No information regarding the eastern typhoon.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day: 0.00 inch. Total since January 1st, 83.23 inches, against an average of 69.92 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW

District	Forecast
1 Formosa Channel	N. or variable winds, moderate to fine.
2 South coast of China between H.K. & Lamocks.	fine.
3 H'kong to Gap Rock	fine.
4 South coast of China between H.K. & Hainan.	fine.

T. H. CLAXTON, Director
H.K. Observatory, Sept. 12, 1923.